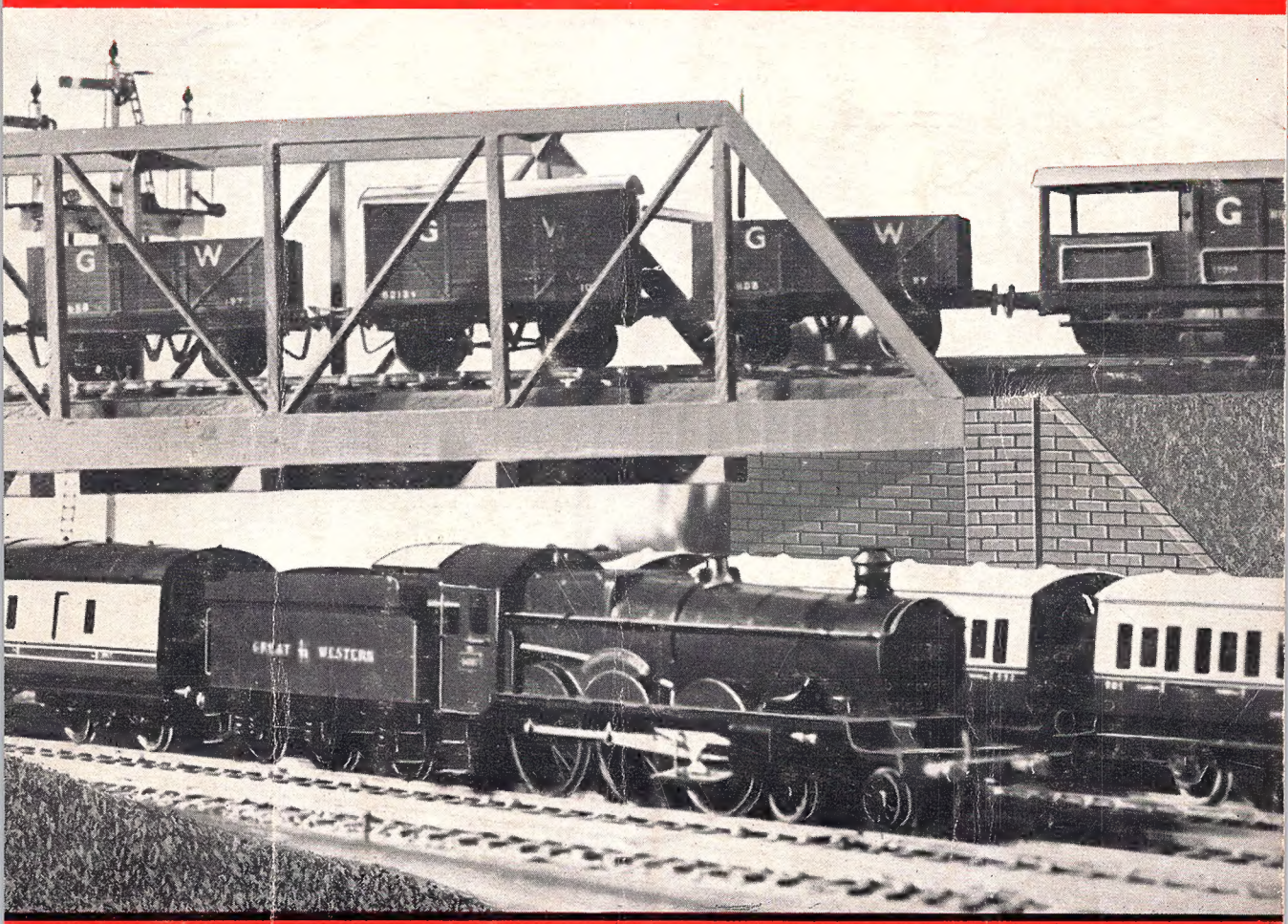
RAILWAY MODELLER

JUNE 1956



For The Average Enthusiast

PUBLISHED 1'6 MONTHLY

SPECIAL OFFER

FOR JUNE AND JULY ONLY

MASTERMODEL HOUSES

Fascinating scale houses for all layouts offered at about half the original price while stock lasts. The Bell, Two Shops, Smugglers' Inn, Barber's Shop, Hotel Royal, Transformer Station.

4/6 each
post 6d.
6 for **25/-** post free

H & M MINOR POWER PAKS

We recommend H & M Minors to all Dublo and Tri-ang users because they are efficient and reliable and because they have the power for points, etc. We can offer 50 Minors at the money-saving price of

48/- each
post 2/-

SECONDHAND CURVED TRACK

We have too many curves, so can offer a quantity cheaply to balance our stocks. Take advantage of this offer, as it will not be repeated this year.

CURVES

TRIX 12 for **10/-**
DUBLO 8 for **10/-**
TRI-ANG 12 for **10/-**

SEND 4d. FOR SUMMER PRICE LIST AND DETAILS OF OUR TRACK CONVERSION SCHEME

PECO
WRENN & GEM

TRACK SPECIALISTS

We carry complete and extensive stocks of these recommended tracks and track accessories. Order with confidence.

TRIX SERVICE AGENTS

We carry complete stocks of Trix and Trix accessories and give advice and help on all Trix problems.

TRI-ANG STOCKISTS

We have all the latest Tri-ang trains and accessories. Catalogue 6d.

TERMS OF BUSINESS

All goods sent on seven days' trial against cash or C.O.D. Carriage extra unless stated otherwise. Export orders welcomed.

SOUTHGATE PRODUCTIONS

(TRADE SUPPLIED)

"MODEL RAILWAY MAGIC"

The book for the beginner. Explains the different systems and how they can be developed. Makes a handy gift. **2/6**

BEATIKORK

Beatikork now means Flexi-cork, the ideal covering for baseboards. Flexible without cracking and the right colour. Run your trains on Beatikork for quietness and appearance. 18in. x 12in. Per sheet. **1/6**

TUNNEL MOUTHS

Catalin moulded tunnel mouths, single and double, ready for painting. Fixed with balsa glue, etc. **2/11**

FENCING

This fencing is supplied in handy 12in. lengths for making cattle pens and for general use. **1/-**

FENCED BRIDGE

An inexpensive bridge for the modest layout, 13in. long, can be used for road or rail. **4/11**

MODELLING PACKS

We have made up packs of plywood, balsa, acetate, flock, cork, cork granules and other modelling necessities for those who want a little of a lot! **5/- & 10/-**

STICK IT WITH CLAM!

Clam is the modeller's best adhesive. In Polythene bottle. **3/9**

THE SOUTHGATE HOBBYSHOP

1 THE BROADWAY, SOUTHGATE, LONDON, N.14

Near Southgate tube station **Phone PAL 4258**

THE BEST VALUE IN FENCING

2/- per yard POST EXTRA

(MONEY-BACK GUARANTEE)

HUB MODEL RAILWAYS OF THE WORLD

REGD. TRADE MARK

VARIABLE RESISTANCE

2/- POST EXTRA

TRI-ANG

R.111 Hopper car	9/11
R.114 Box car	7/6
R.115 Caboose	7/6
R.118 Bogie well wagon...	6/–
R.123 Horse box	5/5
R.86 Telegraph pole ...	1/2
R.87 Loading gauge ...	1/4
R.66 Porters' room ...	6/9
R.76 Engine shed	10/6

POINT OPERATION ACCESSORIES

S. & B. point levers ...	2/5
Wrenn point levers ...	1/9
Peco point unilever ...	1/9½
Gem 4-lever manual ...	9/–
Gem 6-lever manual ...	13/6
H. & M. solenoid motor...	9/6
Kirdon T.S.5	9/6
Rogerson solenoid motor	10/6
Tubing (pin-hole bore) Per ft.	6d.
Piano wire for above Per 6ft.	4d.

MARKLIN

GN.800 2-10-0	£12/3/6
CM.800 0-6-0	£2/9/6
CE.800 0-6-0 electric ...	£3/16/–
F.800 4-6-2	£8/7/6
DB.800K rail bus and trailer	£5/3/9
305 Low-sided gondola	7/6
307/2 Banana van ...	10/11

BUILDING PAPERS

FULL RANGE OF MODELCRAFT PAPERS AT 3d. EACH

ANORMA KITS

A.5 Signal cabin	3/11
A.12 Public-house	13/10
A.28 Loco water tower	2/8
A.21 Semi-detached house	7/10
A.32 Coal office	4/5
A.31 Loco shed	7/5
A.3 Modern villa	9/–
A.1 Bungalow	6/–
A.2 Windmill	3/7

HORNBY DUBLO

Footbridge	10/3
Water crane	1/9
Loading gauge	2/6
Buffer stop	2/1
Junction signal	3/6
Level crossing	9/6
Signal cabin	13/9
High-sided wagon	4/9
Open wagon	4/6
Low-sided wagon with drums	5/9
Tank wagon, Esso	5/9

MODELCRAFT PLANS AND KITS

DA.101 Main through station (plan)	6/–
DA.116 Turntable (plan)	3/–
DA.108 Large signal cabin (plan)	1/6
Loco shed (kit)	8/–
Water tower (kit) ...	3/–
Small signal cabin (kit)...	3/6
Platform (kit)	4/–
Suburban station (kit) ...	7/6
Footbridge (kit)	2/9

Main agents for Rivarossi and Faller

Ratio and CCW coach and wagon kits in stock

TAYLOR & McKENNA LTD.

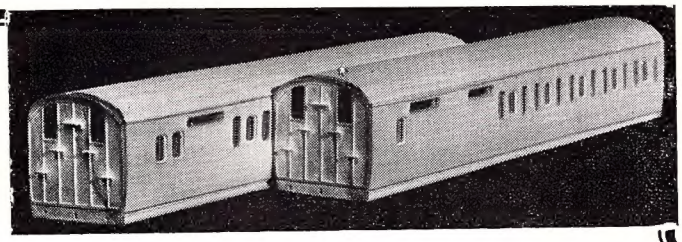
98 CRAVEN PARK ROAD • HARLESDEN • N.W.10

Hours 9 a.m. to 6 p.m., Thursday 9 a.m. to 1 p.m.

Telephone : ELGAR 3573

CCW present **New Kits** for London to Lancashire and the West Coast route to Scotland

L.N.W.



These Kits for "The Premier Line" are of the usual CCW precisely machined wood parts, with ready cut windows and slots for the "glass," and include the valuable additional details on exclusive CCW Cast Metal Ends.

"OO" only	Body	Int.	Ext.
L.N.W.-1H 50ft. 3rd Brake (5 compts.)	11/6	3/6	13/6
L.N.W.-2H 50ft. 3rd Brake (6 compts.)	11/6	3/6	13/6
L.N.W.-3H 50ft. 1-3 compo. (5 1st, 2 3rd)	11/6	4/–	13/6
L.N.W.-4H 57ft. 3rd Class (9 compts.)	11/6	4/–	14/–

CCW Drawings for these Kits **2/2½** each post free.

"OO" BOGIES GALORE!

CCW 4-wheel Bogies are wonderful value at only **6/-** per pair (inc. P.T.), equalized, for 2- or 3-rail operation.

L.M.S., G.W.R. 8ft., S.R. Steam, Pullman, L.N.E.R., G.W.R. 9ft., S.R. Electric, U.S., etc.

Also L.M.S. 6-wheel **10/-** per pair, and trucks for U.S., C.P.R., and New Zealand.

"OO" WHEELS "HO"

CCW offer a range of hard Plastic Wheels for 2- or 3-rail :

14mm. British Coach ; 12mm. 8-spoke (Wagon) ; 12mm. Disc (for Vans) ; 10.5mm. U.S. Passenger ; 9.5mm. U.S. Freight. (Also useful for Narrow Gauge and Trams.)

Packet of 2 pairs on axles.
Price only **1/-**, tax **2½d.**

CATALOGUES

Please send **1/-** (post free) for new (April) General Catalogue, 40 pages of Kits, Accessories, and information for "O," "OO" and "HO." For "O" gauge send also **6d.** (post free) for new "Scaloh" Supplement.

All Catalogues
FREE to OVERSEAS.

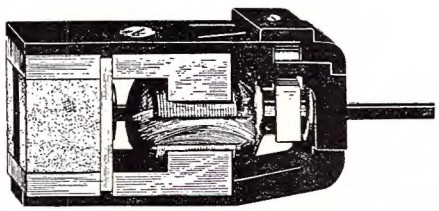
CCW PRODUCTIONS

(Dept. R) · Bridle Path · Watford · Herts · England

ROMFORD "PHANTOM" MOTOR UNITS

("OO" GAUGE)

A new design for those requiring additional hauling power, this unit is as powerful as anything made for English prototype locomotives, and at the same time is within the maximum ½in. overall width necessary for this purpose.



34/- PLUS P.T. 6/10
PRICE COMPLETE WITH GEARS
30—1 OR 40—1 RATIO

Overall length, excluding shaft, 43mm.

Depth, 23mm.

Width, including brush gear, 13mm.

Alcomax magnet, with specially shaped machined pole pieces, encased in attractive plastic frame.

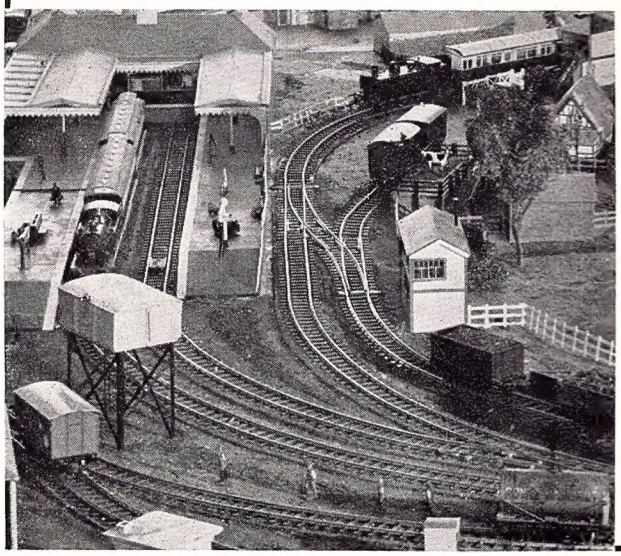
FULLY ILLUSTRATED 44-PAGE CATALOGUE, 6d.

WALKERS & HOLTZAPFFEL LTD.

61 BAKER STREET, LONDON, W.1 **Tel. WELbeck 8835**

CHANGE TO SCALE* 2-RAIL

AND BUILD A REAL MODEL RAILWAY



No matter how good the scenic effects, unless the track is right your railway can never be a true model. Only Scale* 2-Rail gives absolute authenticity—yet in spite of the scale realism and true-to-life fidelity it is cheaper, easier, free from electrical complications, provides automatic siding isolation and is truly universal since all proprietary equipment can be readily converted to Scale* 2-Rail. Now is the time to make the change, see your dealer today and examine Scale* Pecoway and Do-It-Yourself Peco Spiked Track Components !

Scale* 2-Rail Pecoway **2/7** per 18in. length, Steel.
3/8 per 18in. length, N/S.
Scale* Spiked Track can be built for as little as **2/11** per yard. Introductory Kit (T.S.2) **8/3.**

Send 1/6 now for catalogue

THE PRITCHARD PATENT PRODUCT CO. LTD.

Pecoway : Station Road : Seaton : Devon
Tel. and Grams 542

* *to B.R.M.S.B. Standards—the accepted standard of Scale*

Pecoway on Balsa Magna by A. C. Wehrli

INTRODUCING

K'S SUPER DETAILED

WAGON KITS All Metal

These are the first of a series of wagon kits :

20t All-metal Mineral Wagon • • • • • • **5/3**

G.W.R. "Coral A" Glass-carrying Wagon • • **5/3**

Both kits are less wheels and couplings. No instructions are necessary ; study the kit for five minutes and you will find it simplicity itself to assemble.

For further details see " Trade Window " in this journal. Watch for more startling wagons in this series (at various prices) in future adverts.

OUR MK. I AND MK. II 12-VOLT MOTORS NOW AVAILABLE FROM STOCK

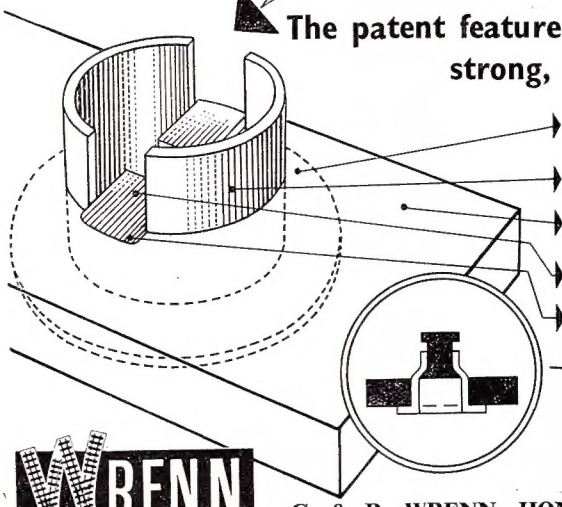
K'S PRECISION MODEL ENGINEERS

"HANOVER COURT," 197 UXBRIDGE ROAD, SHEPHERDS BUSH, W.12

Telephone : Shepherds Bush 5254

SEE FOR YOURSELF...

The patent feature which makes Wrenn Track so strong, flexible, accurate and reliable



- Pierced holes to accurately locate chairs.
- Tubular metal chair providing a sound engineering fixing.
- Strong vulcanized fibre sleeper base.
- Perfectly aligned slots to receive the rail and maintain gauge.
- Tongues pushed downward to lock the eyelet to the base sleepering.
- Firmly clenched to hold rail absolutely vertical, yet allowing rail to slide for curving in such a way that curves are retained.

Ask your retailer for details or send 9d. P.O. direct for sample of flexible track and new literature, or 2½d stamp for literature only.

WRENN

G. & R. WRENN, HONYWOOD ROAD, BASILDON, ESSEX

H AND M

For those who insist on Quality

AMAZING SUCCESS OF THE 1956 H & M "SAFETY" MINOR UNIT!

Specification includes: Graded Resistance Control, giving choice of high and low resistances; three-core safety mains lead; A.C. sockets for solenoids or rectifier/controller; D.C. sockets for extra controller in addition to normal output terminals; 1½ amps. output, suitable for up to three low-current motors; Overload Cutout and full H & M guarantee.

SAFER AND BETTER THAN EVER!

SAFETY MINOR UNIT 54/- (POSTAGE 2/-)

DE LUXE MINOR (WITH VARI-WAVE CONTROL) 12/- EXTRA

Send 3d. for latest complete H & M Catalogue

HAMMANT & MORGAN
HANDEM HOUSE, 39 MASON'S AVENUE
WEALDSTONE, HARROW, MIDDX. HAR 5424

RAILWAY MODELLER

For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 68. JUNE 1956

Managing
S. C. PRITCHARD

Editor
C. J. FREEZER

Advertising
C. HOWE

PECOWAY : STATION ROAD
SEATON : DEVON
SEATON 580

Single copy, 1/8 Annual subscription, £1

This periodical is sold subject to the following conditions :
That it shall not without the written consent of the publishers be lent, resold, hired out, or otherwise disposed of by way of trade, except at the full retail price of 1/6, and that it shall not be lent, resold, hired out, or otherwise disposed of in mutilated condition, or in any unauthorized cover by way of trade, or affixed to as part of any publication or advertising, literary or pictorial matter whatsoever.

DIRECT SUBSCRIPTION

You can have your copies of the Railway Modeller sent to you direct by post on publication for £1 per annum. Simply send us your remittance together with your name and address and we will do the rest.

BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

CONTENTS

Brunel and Milne Junction	126
The Roundhouse	130
The Irish International Railway and Tramway System	131
A Hydrofluoric Acid Plant	134
Strapping for Timber Buildings	137
Layouts for the Modeller	137
Behind the Plate Glass	138
Yea, Victorian Railways	140
Peco Topics	142
Club Notice Board	143
Trade Window	144
Book Review	146
Readers' Letters	147
Advice Bureau	148

NEXT MONTH

Summer, with its light evenings and warm afternoons, makes us think longingly of a railway in the garden. Our next two issues will, therefore, be devoted largely to this subject.

THE LOBBY

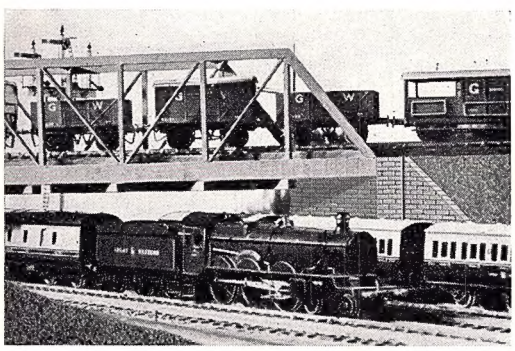
THE other day we had the pleasure of meeting one of our readers whose work lies in Malaya, but who was spending his triennial leave in seeing as much as he could here in Britain. During the conversation the difficulties under which he and other enthusiasts similarly placed have to work were forcibly brought home to us. We often hear from readers whose complaint is that their nearest model shop is twenty or thirty miles off, yet our friend was calmly talking of carrying on in a place where model shops might almost be on another planet, and where even the smallest item required an air mail letter and some six to eight weeks wait.

Fortunately this state of affairs is now comparatively rare, for modellers in the Dominions are catered for by local agents, who can supply from stock most of the goods currently advertised in this journal. Even so, there remains the difficulty that component parts for the local prototypes are few and British Railways are far away, and magazines such as ours form the main source of information for those who wish their layouts to be a link with home. We are therefore particularly pleased to publish in this issue details of some New Zealand layouts which can stand comparison with any built under more favourable conditions.

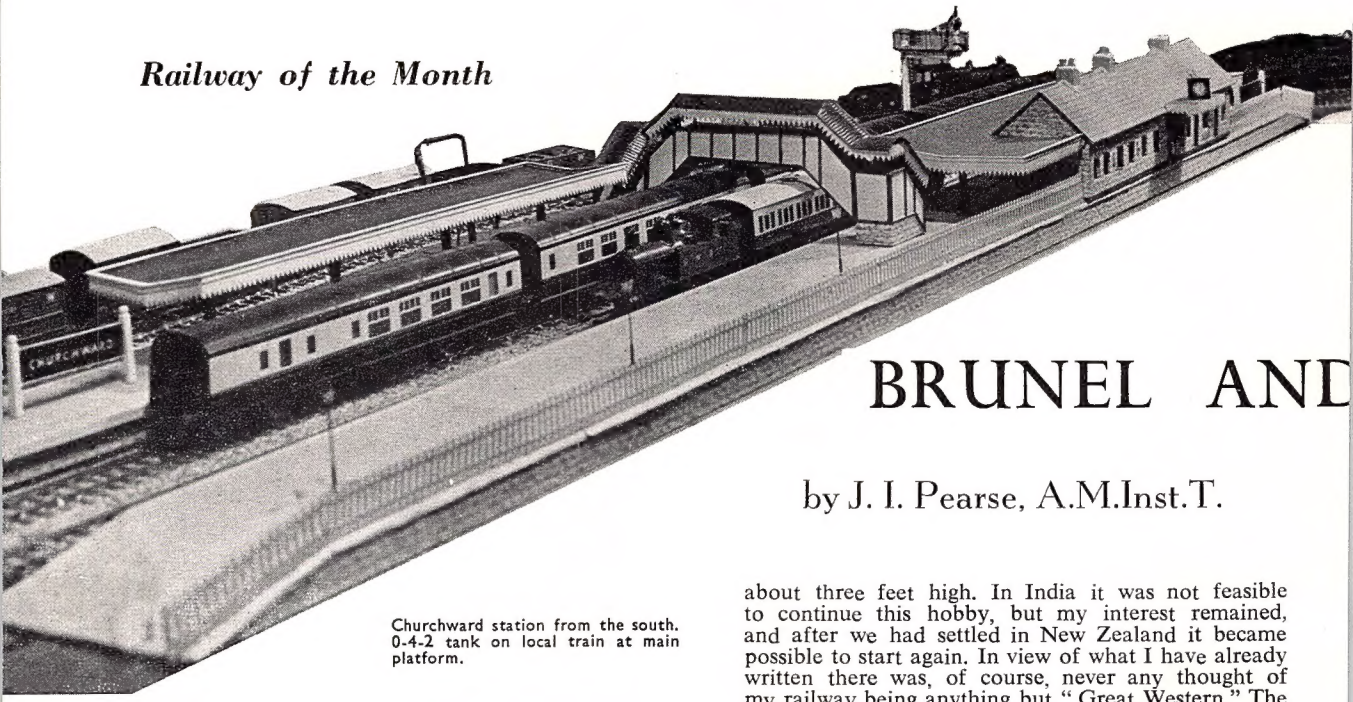
This, we hope, is but the first of many issues where the overseas modellers can show that they too are fully members of the fraternity. It is not, perhaps, so easy for us to find out about their activities, as contact must be in the main through air mail, but we are keenly interested and would welcome further articles from our Commonwealth readers.

COVER PICTURE

"Kenilworth Castle" passes under the girder bridge outside Brunel station on J. I. Pearce's Brunel and Milne Junction Railway on the first stages of its journey.



Railway of the Month



Churchward station from the south. 0-4-2 tank on local train at main platform.

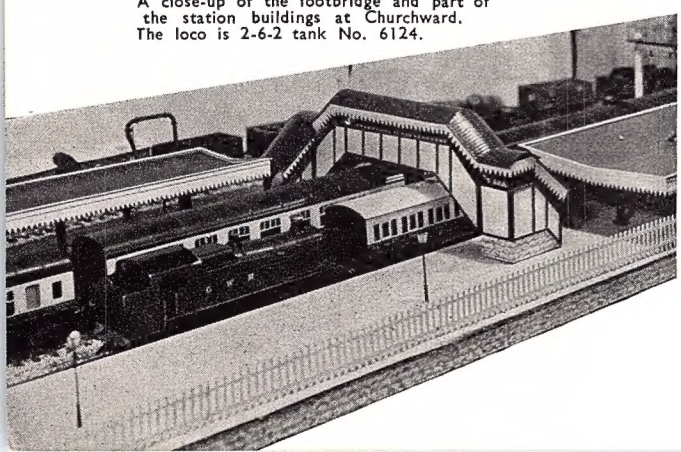
BRUNEL AND

by J. I. Pearse, A.M.Inst.T.

AS the name of this layout suggests, it is based on G.W.R. practice, and as it is situated in New Zealand, far away from its prototype, readers may be interested to know how this came about. I was born in Trowbridge, which, of course, is situated on the G.W.R., and when I was very young my nurse —so I am told—used to take me on my walks to the neighbourhood of the loco shed, which was of much greater importance in those days than it is now. The reason for these excursions was that my nurse was "walking out" with a G.W.R. fireman. They later married and he became a top-link driver at Cardiff. There is little doubt that these early days started my interest in railways, which has remained ever since. Later on I went to boarding school at a place situated on a G.W.R. branch line and not far from a main line, and later still I worked on the G.W.R. for about five years. Then I went to India to work on the G.I.P. Railway and during the furloughs I had in my twenty-five years there I never failed to go back to my old haunts on the G.W.R. Eventually I had to leave India and came with my family to New Zealand.

My interest in model railways started when I was quite young and I had several layouts in "O" gauge with tinplate track, but they were laid on the floor, except for the final one, which was on baseboards about three feet high. In India it was not feasible to continue this hobby, but my interest remained, and after we had settled in New Zealand it became possible to start again. In view of what I have already written there was, of course, never any thought of my railway being anything but "Great Western." The idea was easy but its prosecution difficult. I had not been within thousands of miles of the original for twelve years and it was not possible to go and have a look at things when in doubt as to what should be done. Although many persons here are most interested in railways, and many have seen the G.W.R. more recently than I, few of them can help me with a detail I am searching for. I have therefore perforce had to rely very largely on my memory and photographs—for example my footbridge at Churchward was modelled solely with the aid of two photographs of a footbridge on Mr. Whatley's layout appearing in Mr. Tustin's book *Garden Railways*. Fortunately I have a good collection of illustrated railway literature, and with the aid of this and the model railway press I have so far managed to satisfy myself that I have created a reasonable G.W.R. atmosphere. Readers in England will be better able than I to judge whether I flatter myself unduly, but I hope their criticisms will take account of my difficulties.

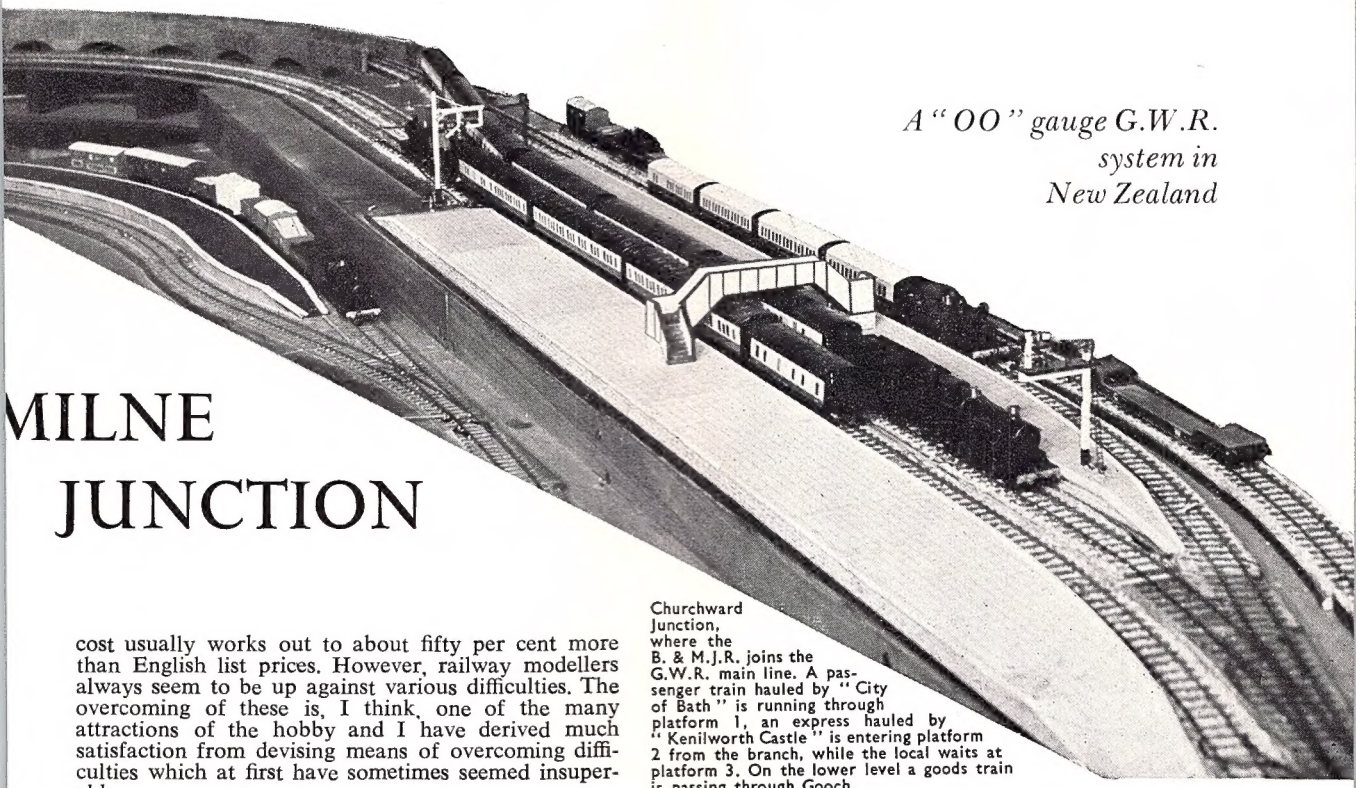
A close-up of the footbridge and part of the station buildings at Churchward. The loco is 2-6-2 tank No. 6124.



When I started to make plans six years ago very few model railway components were available in New Zealand on account of import restrictions. This position has now improved a good deal, but even so there is naturally not the variety of goods available that there is in England, and it is not possible to go from shop to shop and select that which is most suitable. Thus the modeller here is forced to order a good deal of what he wants from England, and to make his choice from catalogues and advertisements. Of course, this means that very often he does not know exactly what his goods are going to look like when they arrive. Many English suppliers are, however, most helpful in giving useful advice, and although I have had some disappointments many items I have obtained have been better than I hoped for, so on the whole things have worked out very well. I suppose cost is an item which looms very large in the plans of all railways modellers, and in New Zealand this is certainly true, because with the addition of postage, customs duty and sales tax the final

A "OO" gauge G.W.R. system in New Zealand

MILNE JUNCTION



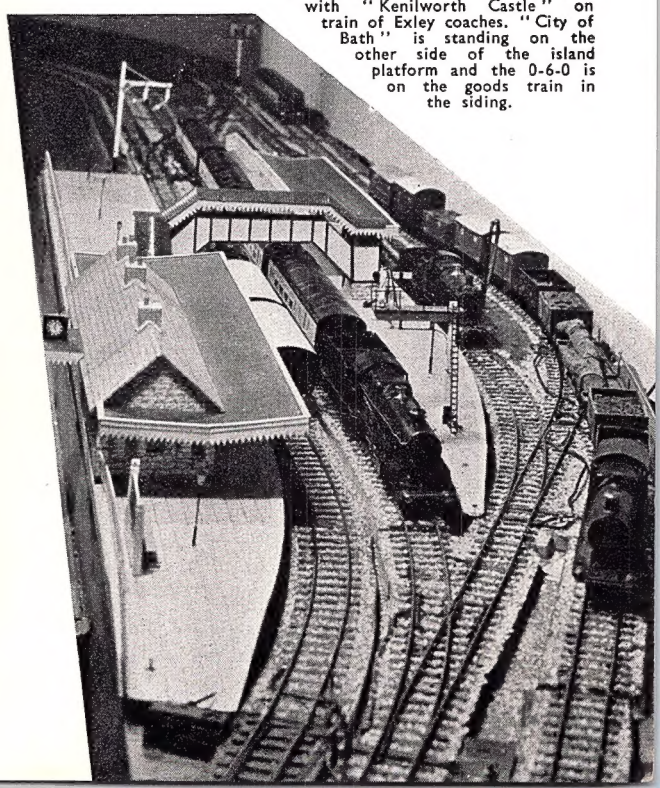
Churchward Junction, where the B. & M.J.R. joins the G.W.R. main line. A passenger train hauled by "City of Bath" is running through platform 1, an express hauled by "Kenilworth Castle" is entering platform 2 from the branch, while the local waits at platform 3. On the lower level a goods train is passing through Gooch.

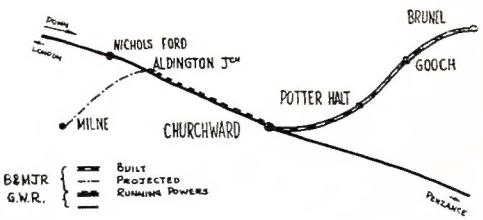
cost usually works out to about fifty per cent more than English list prices. However, railway modellers always seem to be up against various difficulties. The overcoming of these is, I think, one of the many attractions of the hobby and I have derived much satisfaction from devising means of overcoming difficulties which at first have sometimes seemed insuperable.

I decided that my model should not only represent the G.W.R., but should also be a modest tribute to some of the famous men who served that railway from its inception until nationalization. Therefore the stations are named after these well-known gentlemen. The theme of the layout is that on its route to the west the G.W.R. main line passed some distance away from the two small country towns of Brunel and Milne. The local population therefore floated a company to connect the two places and this was duly incorporated as the Brunel and Milne Junction Railway. Construction started at Brunel and after passing through the villages of Gooch and Potter the little railway reached the G.W.R. double-track line at Churchward. It was then intended that running powers should be exercised over the G.W.R. to Aldington Junction, whence the other arm of the B. & M.J.R. would continue to Milne. However, financial difficulties arose and after negotiations the little railway was absorbed by the G.W.R. Although the junction at Aldington had already been laid it was decided not to proceed with the extension to Milne and the traffic of that place is dealt with at Nicholls Ford, which is only a short distance away. However, as Milne is growing in importance, it is possible that this extension will be built before long. Thus the layout includes both main and branch lines and it is quite logical for the trains to include both fast expresses hauled by main-line engines and locals headed by tank locomotives.

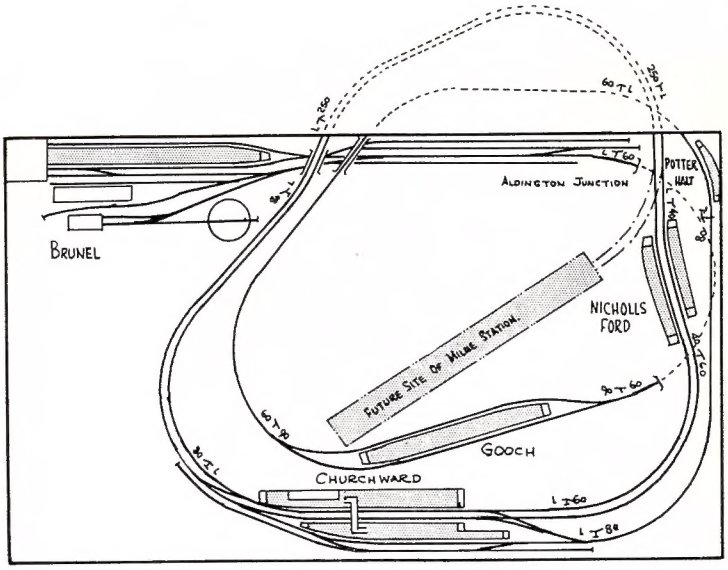
The layout is "OO" gauge two-rail operating on twelve volts D.C., power being obtained from a rectifier-transformer obtained locally. It is housed in a shed in the garden measuring 17ft. 6in. x 10ft. 6in. and adjoining this is a coal shed into which the railway trespasses in tunnel. The location is not ideal, as it is liable to be very dusty in summer. The dust problem caused much trouble with running, and at one time the track had to be rapidly cleaned when it was known that visitors were expected. This was a cause of much worry until I decided to experiment with cleaning the rails with a cloth soaked in 3-in-1 oil with such success that I now clean the rails only about every three months. The track is on a baseboard with a minimum height of 3ft. 6in. and, as will be seen from the plan, there is very little level track except at some of the stations, and there are frequent

Churchward station from the north. Double-track main line in the centre with "Kenilworth Castle" on train of Exley coaches. "City of Bath" is standing on the other side of the island platform and the 0-6-0 is on the goods train in the siding.





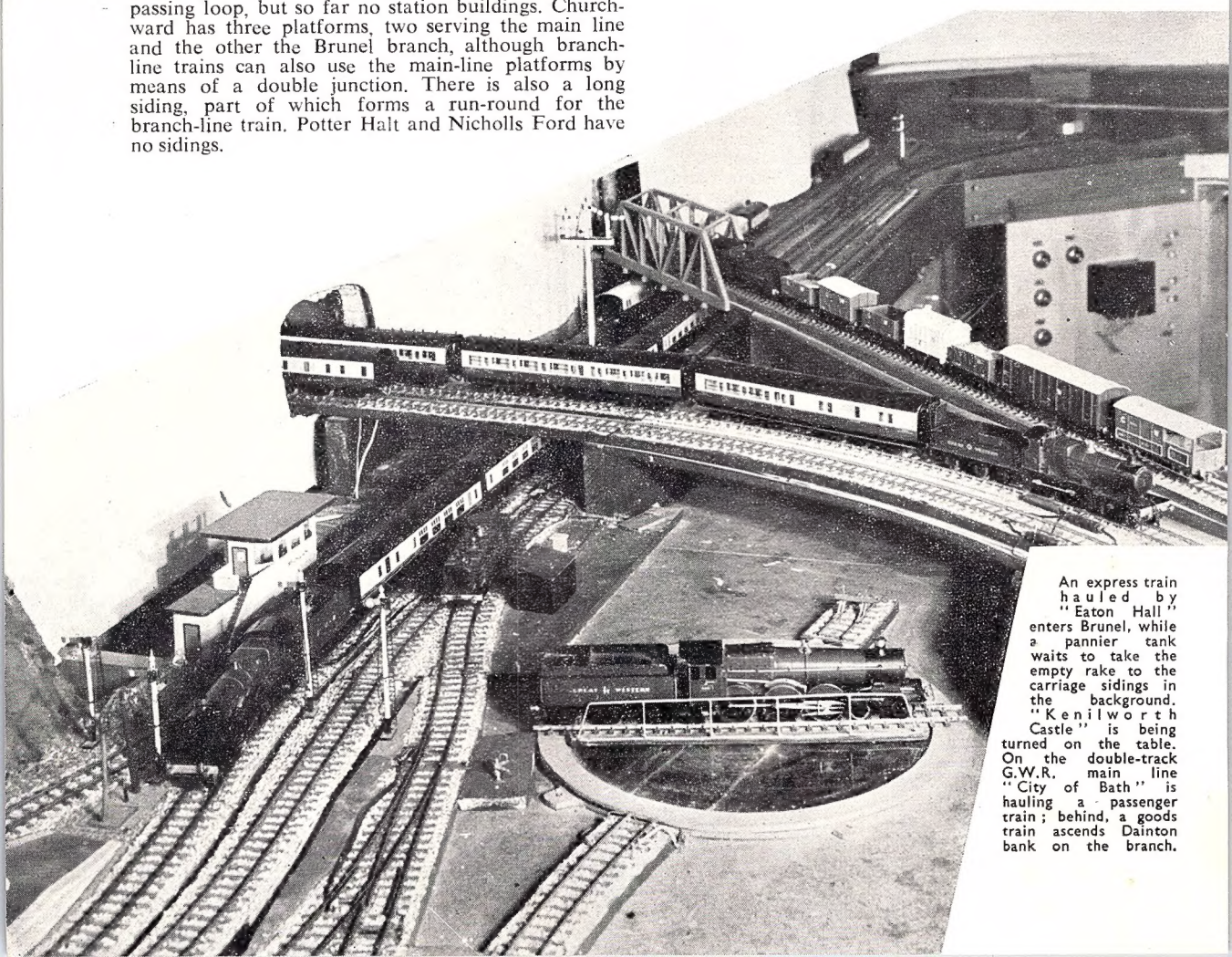
Route map of system.



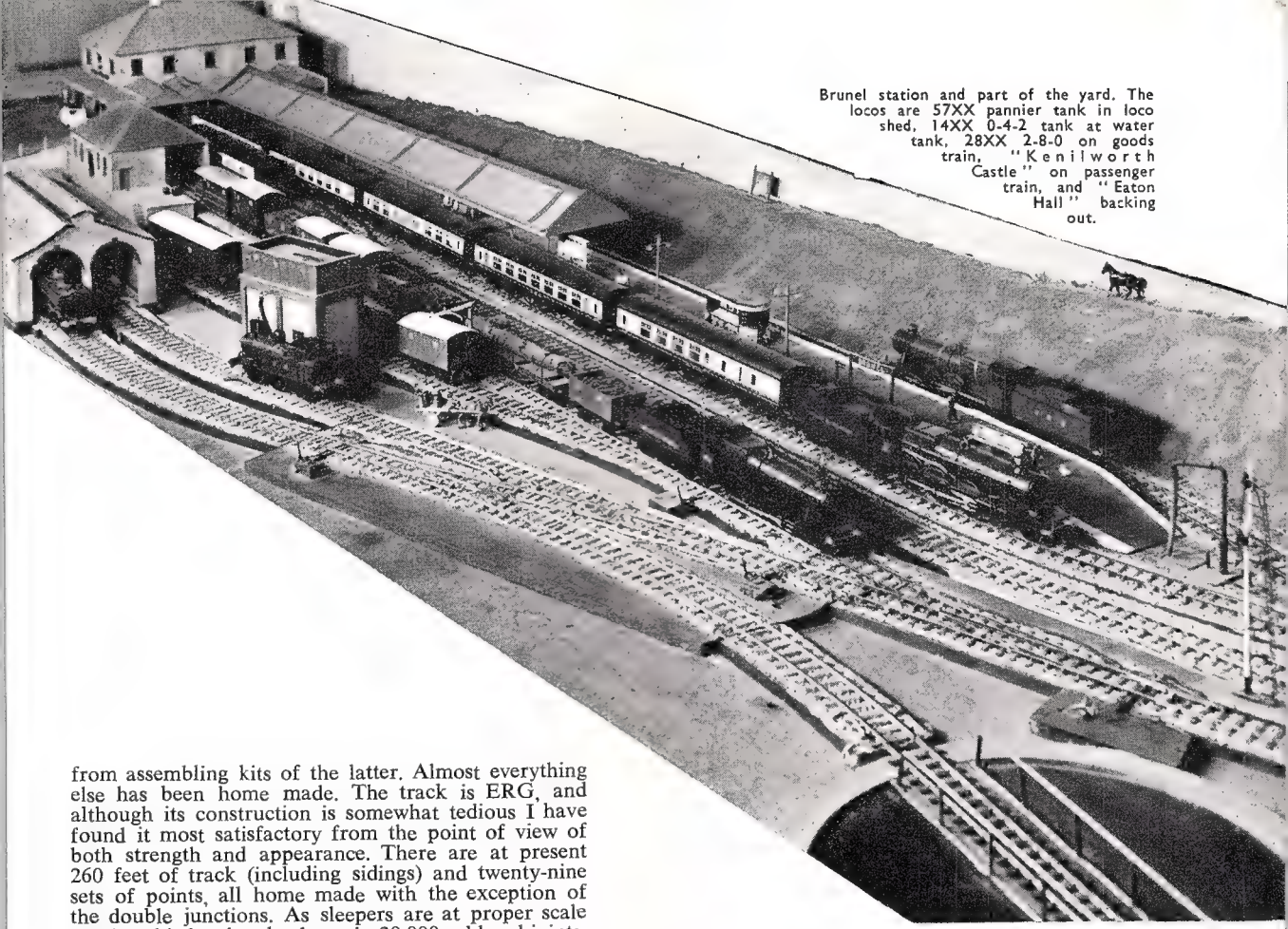
Plan of the Brunel and Milne Junction Railway.

changes of gradient. This is deliberately done so as to make it essential for trains to be driven all the time and not just allowed to career round by themselves. The terminus at Brunel has one platform with a track on each side, goods arrival line, goods sidings and shed, loco shed and turntable, carriage sidings and shunting neck. Gooch has an island platform with a passing loop, but so far no station buildings. Churchward has three platforms, two serving the main line and the other the Brunel branch, although branch-line trains can also use the main-line platforms by means of a double junction. There is also a long siding, part of which forms a run-round for the branch-line train. Potter Halt and Nicholls Ford have no sidings.

Although I worked for nearly thirty years on real railways I was a " pen pusher " and have no mechanical skill. I have no experience at all of metalwork, and before starting this layout I had not even used a soldering iron. I therefore decided not to attempt to construct locomotives or rolling stock, apart perhaps



An express train hauled by "Eaton Hall" enters Brunel, while a pannier tank waits to take the empty rake to the carriage sidings in the background. "Kenilworth Castle" is being turned on the table. On the double-track G.W.R. main line "City of Bath" is hauling a passenger train; behind, a goods train ascends Dainton bank on the branch.



Brunel station and part of the yard. The locos are 57XX pannier tank in loco shed, 14XX 0-4-2 tank at water tank, 28XX 2-8-0 on goods train, "Kenilworth Castle" on passenger train, and "Eaton Hall" backing out.

from assembling kits of the latter. Almost everything else has been home made. The track is ERG, and although its construction is somewhat tedious I have found it most satisfactory from the point of view of both strength and appearance. There are at present 260 feet of track (including sidings) and twenty-nine sets of points, all home made with the exception of the double junctions. As sleepers are at proper scale spacing this has involved nearly 20,000 soldered joints. The minimum radius of curve is three feet. A word about ballast may be of interest. I was unable to find anything suitable, but one day read in one of the model railway magazines that blue maw seed is very effective, so I obtained a small supply and put it on the track as it was constructed. The result was most pleasing, and a considerable length of track was treated with it. But one day after returning from a brief holiday it seemed to me that the ballast looked a bit thin here and there. A few days later there was no doubt about it, and within a month not a grain was left. Apparently blue maw seed is enjoyed by mice as well as birds! This was an exasperating set-back. I have since used fine oyster grit carefully washed to remove dust, and on the track already used I have the tedious task of poking it under the rails. This is an operation I find I can do only in short spells, and this explains why some of the track shown in the photographs is not ballasted.

Control is by means of four Shenphone controllers, each operating a portion of the layout, but it is intended to change to cab control shortly. Most of the points are operated by solenoids, but some of those adjacent to the control board are hand operated at present. Brunel is completely signalled with what I hope are correct pattern G.W.R. signals, and a start has been made with the signalling of Gooch and Churchward.

The engine stud consists of the following eight locomotives, most of which were made for me by R. M. Evans, to whom I am much indebted for the excellent job he did:

4-6-0 "Kenilworth Castle"	0-6-0 "2251" class
4-6-0 "Eaton Hall"	2-6-2T "6100" class
4-4-0 "City of Bath"	0-4-2T "4800" class
2-8-0 "2800" class	0-6-0T "5700" class

There are seventeen passenger-train vehicles, most of which are Exleys. Some have been constructed from kits, but their finish makes me shudder when they are seen alongside the Exleys, and consequently they are kept away from them. Goods stock consists of twenty-five vehicles, some made for me by R. M. Evans, but most constructed from kits. It seems to me to be a good deal easier to produce a presentable representation of a goods vehicle than of a coaching vehicle, and I am not so diffident about displaying my efforts in goods vehicles.

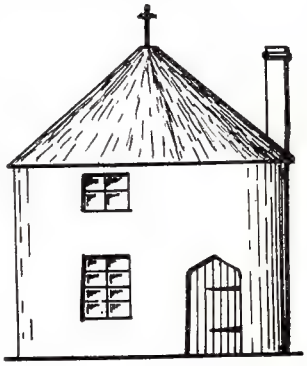
Apart from the stations at Brunel and Churchward, which are almost complete, and a few bridges, there is so far little scenery, but plans are well advanced for this stage. One thing I did not realize sufficiently when starting this layout was that a very great deal of work is required to ensure realism and trouble-free running. Probably my original plans were over-ambitious, and I certainly overrated the speed at which they could be carried out. The result is that I am much behind the schedule I drew up; but I have no regrets, as I have learned a great deal and have had many hours of real pleasure. Perhaps the greatest lesson I have learned is that one cannot be too careful at all stages of planning, for otherwise it will be the old story of "more haste, less speed."

Do It Yourself No. 6

THE ROUNDHOUSE

by John Harrison

An unusual — and space - saving — building, easily constructed from materials to be found about the house, ideally suited for all west country layouts.



Elevation of roundhouse.
Scale : 2mm.=1ft.

NO, bud, it ain't ; but the guide book says that the original, which is at Veryan, between Mevagissey and St. Mawes, was built this way to keep out the Devil, so there may be some affinity with the old railroad ballad that starts " Run for the roundhouse, Nellie. He can't corner you there."

The drawings show an elevation of the complete building, and a " flattened-out " elevation of the circular wall. I should add that dimensions were worked up from a photograph in the aforementioned guide book, for which reason accuracy to prototype is not guaranteed, and also the door and window layout is arbitrary. Nevertheless it makes a pretty little model.

The basis of the whole affair is a section of a " Vim " carton, from which doors and windows were somewhat laboriously cut out with a razor blade. It might well be simpler to lay out the wall on manilla card, cut out doors and windows, and then steam the card and bend it to shape, using the carton for a former.

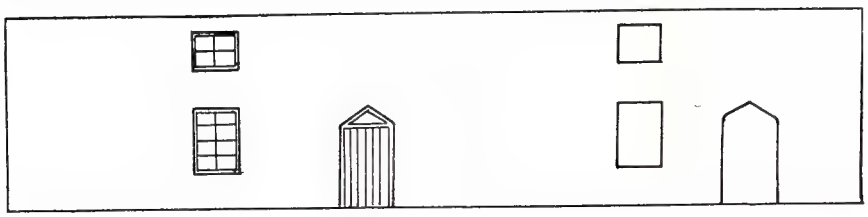
Circles of plywood were cut to fit inside the building top and bottom. The top one is glued to a slightly larger card disc, to which in turn the roof is affixed. The latter is a twelve-foot (scale) diameter circle, cut from a " Tide " packet (a clean household, ours). Cut in from edge to centre, bend to shape, trim to the size of the card disc and cement thereto, securing the seam with parcel tape. Shellac well and cut off the extreme tip with a sharp razor blade. Make the chimney-stack of wood, covered with old brick paper. Cut away a section of the roof to enable the stack to be glued to the " ceiling."

The thatch is lint, from a suggestion by the Rev. E. Beal. It can easily be shaped to the roof, to which it is glued or cemented, and is then painted with poster colours. A judicious mixture of browns, yellows and a dash of green seems to meet the case, but it is as well to experiment on some waste lint first.

The cross is just two pins soldered together and cut to size, and then thrust through a scrap of card, which in turn is cemented to the apex of the roof.

Before mounting the roof unit on the building the wall should be covered with stone paper or rough-textured writing paper, and doors and windows secured.

The original building appears to be of whitewashed stone, and a wash of white poster colour will give the desired effect. Woodwork may be coloured to taste ; indian red makes a nice contrast.



Development of side, showing window openings. These are only approximate—the original builders did not bother overmuch about details ! The side could be cut out from stiffish card and bent around a former or the whole could be cut from a detergent carton. Scale : 2mm.=1ft.

THE IRISH INTERNATIONAL RAILWAY AND TRAMWAY SYSTEM

by C. L. Fry

Part 3

Tramways

Churchtown Junction tramway terminus. Radio station can be seen in the left background.

THE tramway section of the I.I.R.T., like the railway, forms a history of Irish tram-cars, together with a few British cars for comparative purposes, all built to 7mm. scale. In the roadways all the track is grooved rail, the running portion being made up of scale nickel-silver gauge "O" bullhead rail, while Peco "OO" bullhead was used to form the flange. Both were soldered together on spacing sleepers. The complete track was then filled in with plaster of paris (which had, of course, to be scraped out of the groove later with a special scraper made for this purpose from a hacksaw blade), and then to be really realistic this was all covered with stone paper to represent sets. As with railway so with the tramway; it is fully equipped with automatic control, and as many as thirteen cars can operate at a time, even to finding their own routes at facing points, and operating level crossing gates. One switch only puts the whole system in operation. The cars pick up current from the overhead wires by means of trolleys built to scale, and as in real practice different types are used for the different cars. The trolleys are fitted with a sliding head instead of a pulley to make contact with the wire, as the latter was found unsatisfactory owing to dirt rolling on to it. Cars range from the oldest motor coach in existence in the world today (that of the Bessbrook and Newry Motor Coach No. 2 of 1885, which the writer has had the pleasure of saving from the scrap merchants on two occasions. and finally helped to have it preserved in the newly established Belfast Transport Museum) to the last type cars that operate in Dublin.

Truly refreshed after a pleasant night, and to make the most of our journey, we will take our seats on the top at the front end of a blue and cream Dublin United Tramway Co. bogie car on the Dublin-Houth route. It is mounted on reversed Mountain and Gibson trucks, and is complete even to reversible seats on the top deck. The conductor's bell rings twice (this actually happens), and we are off. At Bronar tram terminus (there is a reverse loop at all termini) we see another D.U.T.C. open-vestibuled balcony four-wheel car on Brill trucks, painted in C.I.E. green, and an open-top, open-platform four-wheeler on Peckham truck of the same company (this is an interesting car, as it is a converted horse tram).

Tramway crossing narrow-gauge tracks, with Giant's Causeway single-deck car on left, Belfast converted horse tram on right. Behind the County Donegal Railways railcar on the extreme right can be seen the tramway passenger shelter.

Here also are two Belfast cars. One, an open-balcony and open-platform four-wheeler, is in the old red and cream colouring, and is also a converted horse car; the other is one of the McCreary type cars, the last type built for this city, and is streamlined blue and cream on Maley swing-link four-wheel truck. To continue our trip we now descend the hill past Bronar narrow-gauge station on a single-line track with side poles supporting the overhead. At the west end the track doubles, turns south and crosses the narrow-gauge line past a tramway shelter, where we meet one of the latest type luxury cars built for Dublin, a famous Dalkey high-speed bogie car on Hurst Nelson bogies. We now have to pass under the two legs of the triangular junction leading into Bronar. The roadway here is narrow and so the tracks are interlaced. Leaving the second bridge, we notice cross-over points in the interlaced track, and these are for cars short working from Churchtown Junction. There is now another passing loop before a single-line climb up a hill of 1 in 11 to Churchtown Junction goods depot. As we top the hill the line doubles and remains so all the way to Churchtown Junction, where instead of side poles supporting the overhead we have centre posts with two lights on each. Waiting in the loop for us to clear the single-line section is an open-top bogie car of the Dublin and Lucan Electric Railway of 1900, in green and cream livery. It is mounted on Brill trucks. We proceed down the 1 in 12 gradient to Churchtown station, and our speed slackens as we approach the double junction for New City, where we notice the ramps in the overhead wire for operating the points just the same as in real practice. As a matter of interest, this system of point control was invented by an Irishman, Mr. Tierney, of the D.U.T.C., and of course was copied by all modern tramway systems. The points are set straight and we proceed to the terminus, where there is quite a large layout as well as a reversing loop, which we go round before alighting.

Here again are many items of interest—a Dublin four-wheel luxury car in C.I.E. colours mounted on Maley swing-link truck; a Dublin Blessington steam tram 0-4-0 locomotive No. 6, which looks like a greenhouse on wheels, with a single-deck bogie trailer; and, belonging to the same company, a 2-4-2 locomotive with cab at each end and a double-deck trailer. Then we see three of the peculiar trailers of the Bessbrook and Newry Tramway and a D.U.T.C. open-top vestibuled car.

Having had a meal in the station restaurant, we will walk across to Lilliput Street, and here is the 1885 Bessbrook motor coach No. 2, complete with four-coupled power bogie in front and a driver's platform which swivels under the extended roof when going round curves. We board this famous car and wonder at the delay in starting, when we notice that the level crossing gates protecting the railway are closed against us, and that the railway signals are in the off position. Shortly a train passes, the signals go to danger, the gates open one at a time and before long a Llandudno and Colwyn Bay four-wheel tram with a very long wheelbase passes through, leaving the way clear for us. The double track now converges into single line, we pass through the gates, and we notice as we start our steep climb that the gates have closed again and the signals are once more in the off position. All this, I would emphasize, is fully automatic. Nearing the top of the hill is another passing loop, where waiting to enter the single-line section is a blue and cream D.U.T.C. four-wheel single-decker on Peckham truck. It too is a converted horse car and was so constructed to pass under the low railway bridges on the Sandymount route of the D.U.T.C. At this passing loop are the tramway wagon sidings, where are a Dublin Blessington bogie timber truck and another small steam locomotive, with two trailers of the old Dublin Lucan Steam Tram Co.

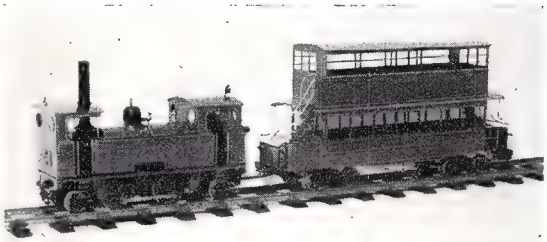
We are now approaching the yards of New City and soon pass its large signal cabin to come to the terminal for the short workings on the east side. We dismount here and find two Birkenhead cars, one a fine covered saloon vestibuled bogie No. 49, with equal wheel bogies, and the other an open balcony covered-top four-wheeler No. 19 on Brill truck. As before, we seat ourselves on the front of this latter car and on starting are surprised to hear distinctly the grinding of the gears (I try as far as possible to make the sounds also to scale). Our attention is drawn to the fact that we are travelling on reserved track, flat-bottomed rail, of gauge "O" nickel silver conductor rail, and we can also hear very clearly the "de-de" of the wheels passing over the joints in the track. This is a distinct contrast to the quiet running on the track on the west side, where little noise was heard because it represents the Dublin track, which was welded from end to end. We are now approaching New City station, and the single track now doubles and the overhead is supported by span wires. Here we pass one of the two large bogie open-top, vestibuled varnished-teak-finished cars of the Great Northern Railway Board Hill of Howth Tramway, mounted on Peckham bogies. These two really fine cars were built in 1901, and I am pleased to say are still operating practically as built.

The architecture of New City station building is most impressive with its wide steps and porch, on which are a carved lion and two nice potted evergreen shrubs. Our car stops here, as we have to wait because the line singles again and is occupied by one of the ex-Accrington bogie cars of the Llandudno and Colwyn Bay tramway in their familiar green livery. When this car clears the single line we will start and have to negotiate another long climb to gain height to go to Hillside. Topping the hill is another passing loop with shelter, and here waiting for us is a blue and cream D.U.T.C. open-balcony, covered-top, vestibuled car. This car calls for attention, as it is one of the very few six-wheel cars that ever operated in these islands. It is on a Barber truck; the centre wheels sliding to either side on curves turn the end wheels. On our journey again, and we now cross the main railway lines at Castle Junction by a fine single-span girder bridge, and shortly arrive at Hillside terminus. Here again are cars of interest, among them a four-wheeler Giant's Causeway No. 24, their last car, and purchased from Dunfermline. The top deck was removed, and both entrances were made on the same side. There is also Giant's Causeway No. 9, one of the original cars modernized and fitted with overhead trolley and vestibuled in 1899. The body of this car is still in existence at Youghal, a southern Ireland seaside resort. Then we have Dublin Blessington petrol electric tram No. 1, open top, centre entrance vestibule and on Hurst Nelson bogies, and another D. and B. vehicle, a model "T" Ford railcar, built in 1926, which carried twenty passengers.

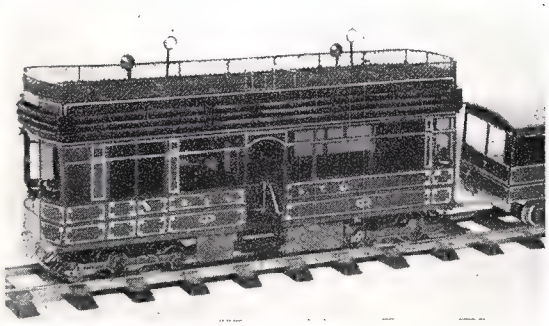
This concludes our long tour over the entire system of the Irish International Railway and Tramway System. I hope you will have found it interesting, and that you will forgive me if I have gone deeply into its rail history, for this is the chief object of my model system. Complete railways have been closed in this country as they have been on your side of the water, and all their locomotives and rolling stock scrapped, some without trace, and it is my ambition, with the help of my wife, to have, so to speak, a living record which shows in three dimensions the progress of Irish rail transport.

Dublin Lucan Electric Railway Co. open-top open-platform bogie car No. 14 in Lilliput Street.

Dublin United Tramway Co. open-top vestibuled bogie Howth car on reversed Mountain and Gibson trucks, with penny beside it showing scale.



Dublin Blessington Steam Tramway 2-4-2 locomotive No. 9 and double-deck trailer.

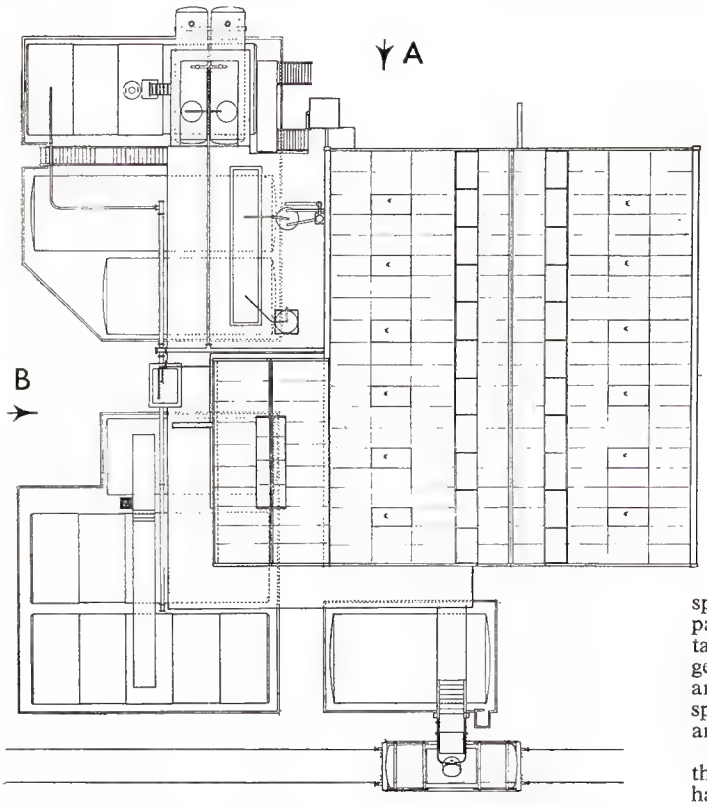


Dublin Blessington Steam Tramway open-top centre-entrance petrol-electric car No. 1.

A HYDROFLUORIC

by K. Vincent

Many industrial buildings, and in particular chemical works, are too large to be modelled faithfully on the average layout. This example is, however, an exception, as it could be accommodated in an area sixteen inches square in " OO " gauge.



PLAN OF PLANT
Scale : 1mm. = 1ft.

A CHEMICAL works provides an interesting and unusual prototype for tucking away in the odd corner. It need not only be an item of scenic interest, but can provide interesting goods traffic for the layout.

The accompanying drawings show a plant for the production of anhydrous hydrofluoric acid. This was chosen as a prototype for a variety of reasons: it is fairly compact, there is an interesting quantity of external " plumbing " and it provides a good excuse for running several types of tank wagons on the system.

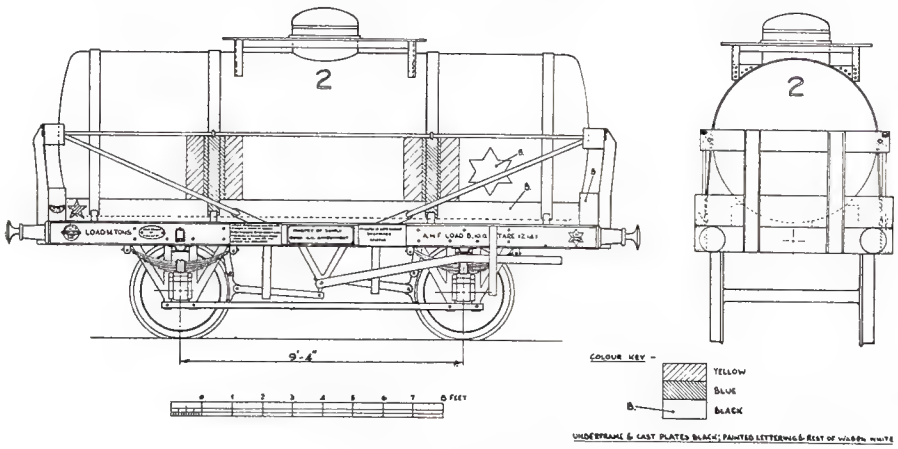
The acid is produced by the reaction of fluorspar with sulphuric acid at high temperature ; a residue of calcium sulphate is also formed by the reaction.

This gives us five potential items of traffic: fluorspar, which is received finely ground in 1cwt. kraft paper sacks ; sulphuric acid (a Nucro I.C.I. bogie tank wagon could be used for this) ; fuel oil, used to generate heat for the reaction ; the product, anhydrous hydrofluoric acid, which is transported in special tank wagons, drawings for which are given ; and the residue, calcium sulphate.

The plant itself consists of a large main building, the lower part of which is brick-built and the upper half of corrugated-iron construction. To one side of this building are two tank compounds, each containing three storage tanks. The base of these compounds is slightly below ground level and they are surrounded by a narrow concrete sill to a height of three or four feet above the ground. The tanks are mounted on concrete supports. Above these tanks and adjacent to the building is a concrete platform with various items of equipment on it. Above a tank at one end are two transverse tanks of smaller diameter, and above these the platform is of lighter steel construction.

Among the equipment on the concrete platform is a low louvred cooler from which small pipes go to the top of two vertical cylinders between it and the main building. One of these cylinders has no supporting structure, but several pipes emerging from its top, including one to a tapered exhaust supported by a

SPECIAL TANK WAGON FOR HYDROFLUORIC ACID

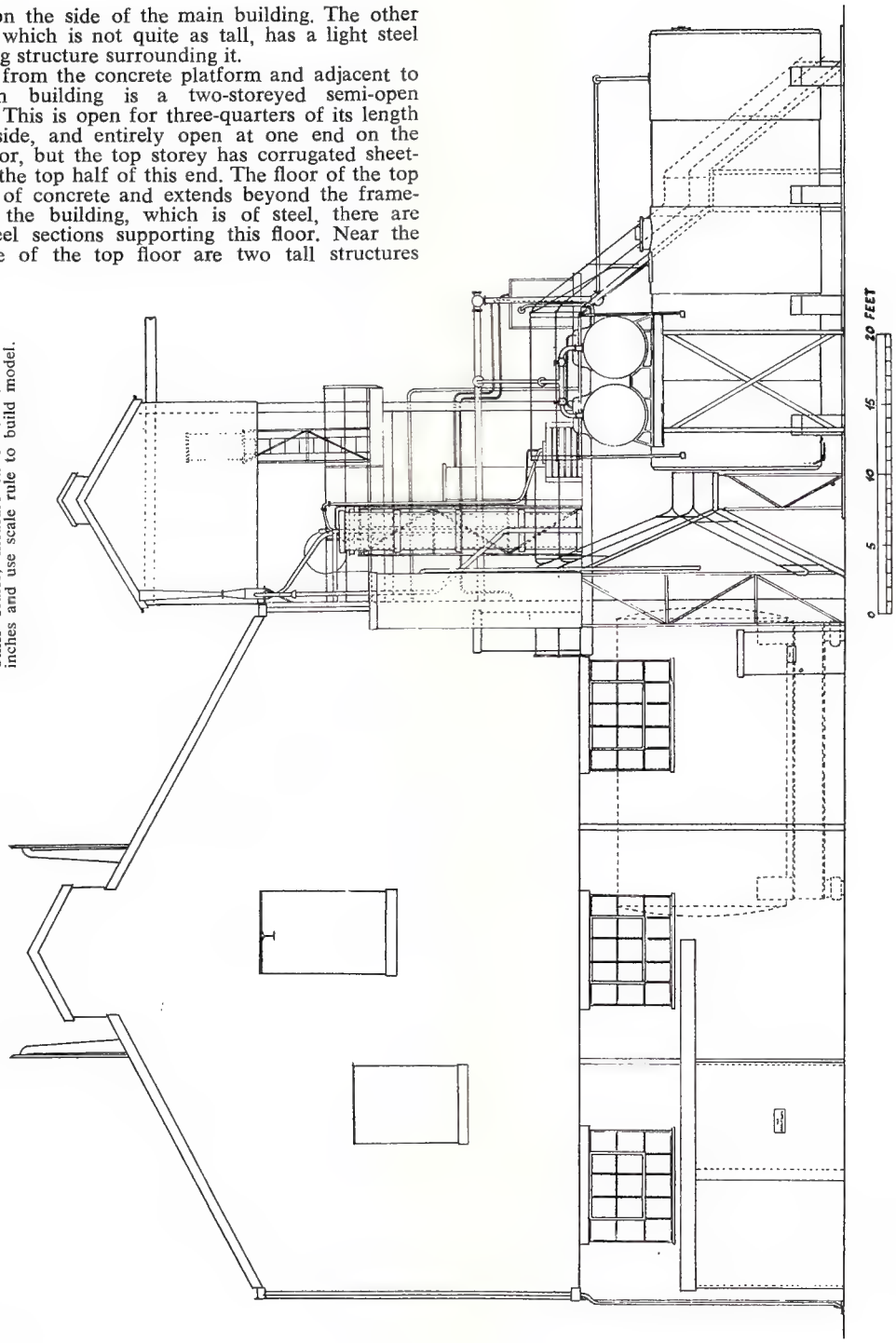


Scale : 4mm. = 1ft.

ACID PLANT

bracket on the side of the main building. The other cylinder, which is not quite as tall, has a light steel supporting structure surrounding it.

Rising from the concrete platform and adjacent to the main building is a two-storeyed semi-open building. This is open for three-quarters of its length on one side, and entirely open at one end on the lower floor, but the top storey has corrugated sheeting over the top half of this end. The floor of the top storey is of concrete and extends beyond the framework of the building, which is of steel, there are rolled steel sections supporting this floor. Near the open side of the top floor are two tall structures



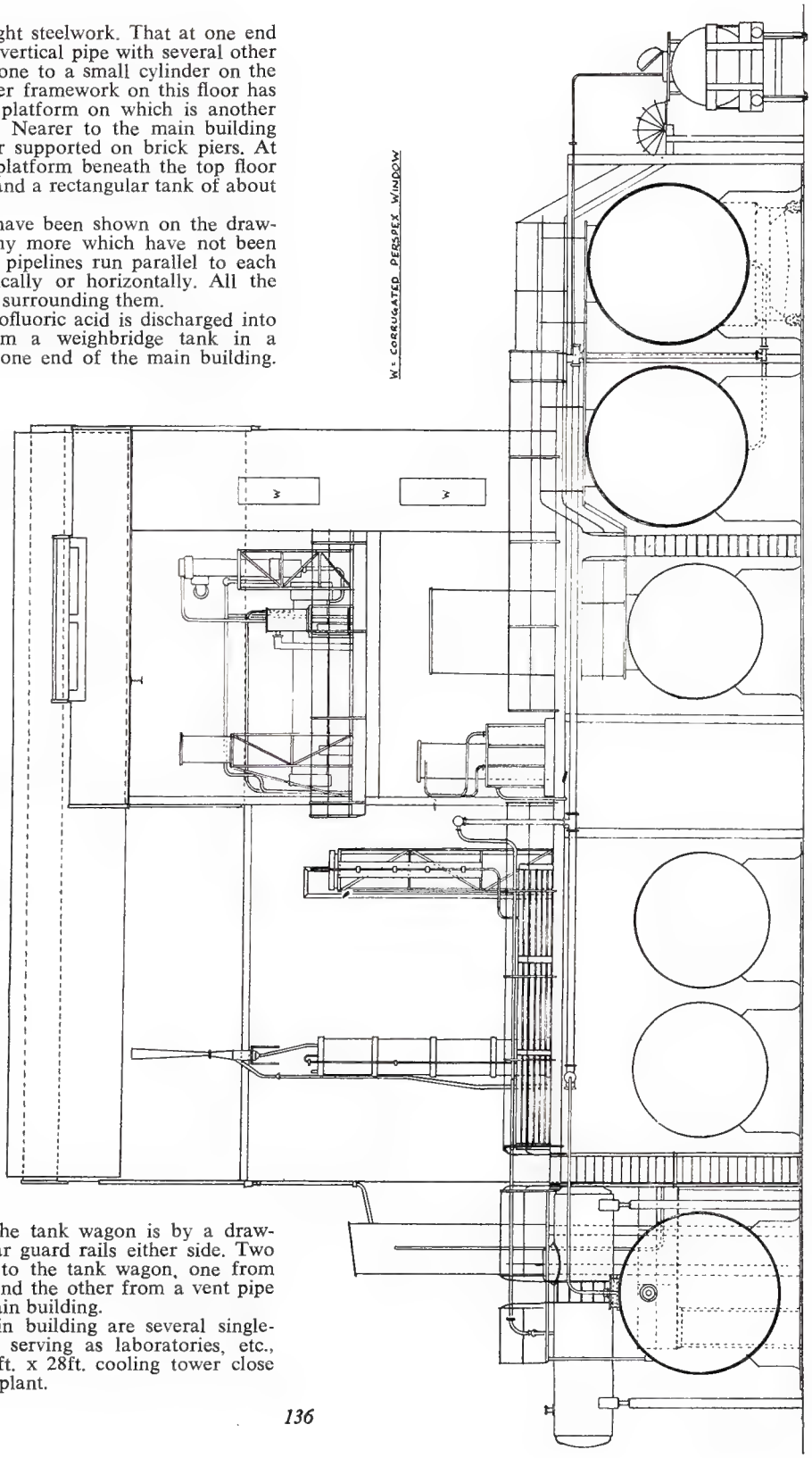
Note: The scale of the elevations is 2mm. to the foot, while the plan is half that size, i.e. 1 mm. scale. For "OO" and "EM" multiply all dimensions in elevation by two, in plan by four; for other scales, measure in scale feet and inches and use scale rule to build model.

SIDE ELEVATION OF PLANT
Scale : 2mm. = 1ft.
in direction of arrow A on plan.

and one low one of light steelwork. That at one end partly encloses a large vertical pipe with several other pipes leading from it, one to a small cylinder on the low structure. The other framework on this floor has a ladder leading to a platform on which is another small vertical cylinder. Nearer to the main building is a horizontal cylinder supported on brick piers. At the level of the main platform beneath the top floor are a vertical cylinder and a rectangular tank of about the same height.

The main pipelines have been shown on the drawing, but there are many more which have not been shown. In general the pipelines run parallel to each other and either vertically or horizontally. All the platforms have railings surrounding them.

The anhydrous hydrofluoric acid is discharged into rail tank wagons from a weighbridge tank in a separate compound at one end of the main building.



END ELEVATION OF PLANT

Scale : 2mm. = 1 foot

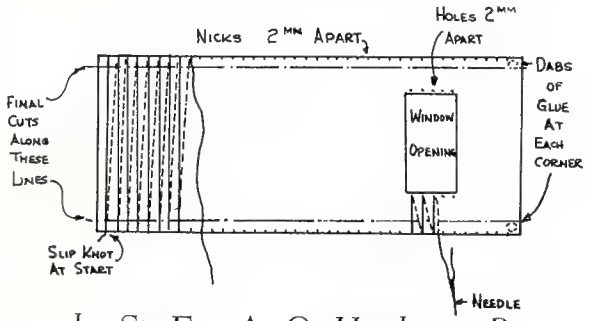
in direction of arrow B on plan.

All "Railway Modeller" drawings may be photostated to any scale for non-commercial use.

Access to the top of the tank wagon is by a drawbridge with semicircular guard rails either side. Two connections are made to the tank wagon, one from the weighbridge tank and the other from a vent pipe on the wagon to the main building.

Adjacent to the main building are several single-storey brick buildings serving as laboratories, etc., and there is also a 12ft. x 28ft. cooling tower close by which is part of the plant.

How to make
STRAPPING FOR TIMBER BUILDINGS



by Sir Eric A. O. Hutchison, Bart.

REFERRING to Mr. John Harrison's article in the March issue on timber loco sheds, the following is a simple and, I think, effective way of reproducing strapped timber for the construction of wooden sheds and other buildings.

To make sheets of strapped board

Lay two sheets of card one on top of the other, and secure the corners by a very small touch of adhesive so as to prevent the cards from moving in relation to each other. Mark off on the opposite edges (call them the upper and lower edges) distances equal to the width of the boards. If you do not know what these widths should be, I suggest six inches, so if you are working in "OO" the marks will be every 2mm. Make a tiny nick or cut at the edges of the card at each mark. These cuts need only be extremely minute, since their sole function is to prevent sideways movement of the thread used in the next step.

Make a running noose in a piece of stout thread, and slip this over the card, fitting it into the first nick in both upper and lower edges, and pulling tight, but not tight enough to buckle the card, arranging the knot at the upper or lower edge. A suitable thread for "OO" gauge is that known as crochet cotton. Then wind the thread round and round the card, fitting it into successive nicks as you proceed, and when the whole card has been covered secure the end. If you have to join the thread during this process, be sure that the knot is at or very close to either the upper or lower edge. This is most important.

Now give each side of the card at least two good coats of shellac, and more if you are not sure that the thread is well stuck to the card. When dry, cut the upper and lower ¼in. or so away, and you will have two sheets of strapped board material.*

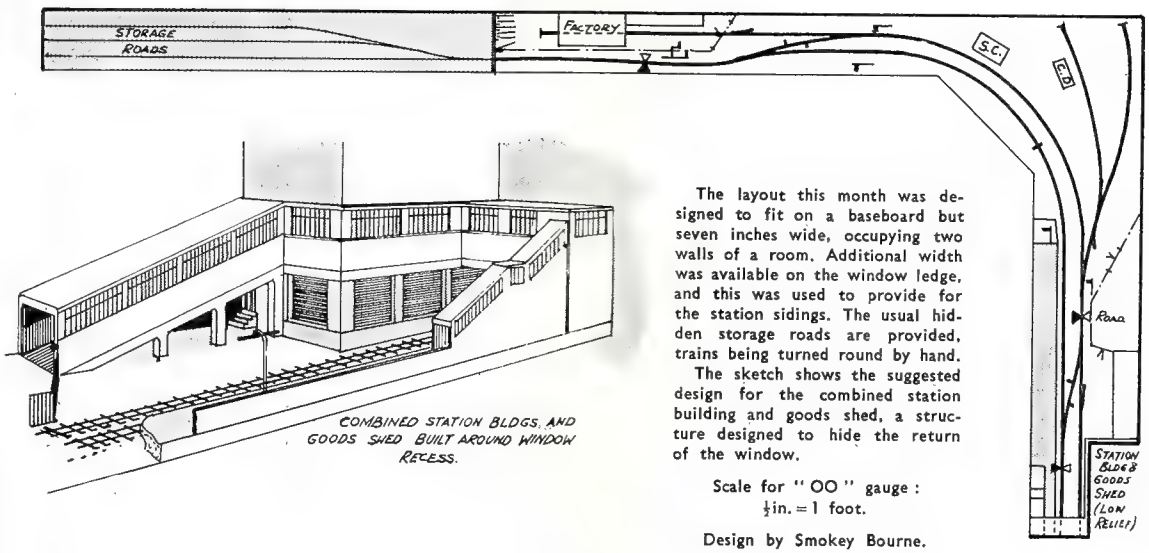
To strap an existing building

If the building has a free edge—i.e. if it has no floor—mark upper and lower edges as above and nick the lower edge. Thread the crochet cotton on a stout needle and use this to pierce the top of the wall at each mark, drawing the thread through and winding it round and round as before. If there are doors or windows, pierce just below the sills and just above the lintels as though you were dealing with the walls at the eaves. You will end with strapping inside and outside, but this does not really matter, since the inside strapping will not show. Finally shellac well as before.

If the building has a fixed floor and roof, you cannot apply this method. Each piece of strapping will have to be stuck on separately, a job which is always tedious, and more often than not blasphemous as well.

* As the rear card has diagonal strapping, there will be more waste top and bottom to trim the finished result square ; the deeper the board, the less the waste. Ed., R.M.

Layouts for the Modeller—No. 89



COMBINED STATION BLDGS. AND GOODS SHED BUILT AROUND WINDOW RECESS.

The layout this month was designed to fit on a baseboard but seven inches wide, occupying two walls of a room. Additional width was available on the window ledge, and this was used to provide for the station sidings. The usual hidden storage roads are provided, trains being turned round by hand.

The sketch shows the suggested design for the combined station building and goods shed, a structure designed to hide the return of the window.

Scale for "OO" gauge : ¼in. = 1 foot.

Design by Smokey Bourne.

BEHIND PLATE

In the Otago Society's newssheet, "The Footplate," all the "OO" gauge group's activities appear under this title—easily explained by the fact that the "OO" layout resides in a large glass case for exhibition purposes. They seem to have got something there.

THE photographs on these pages show the "OO" gauge exhibition layout of the Otaga Model Engineering Society of Dunedin, New Zealand. The society, one of the oldest and strongest in the southern hemisphere, has been established for over twenty years, and has a membership of about 150, which, proportionate to the population, is as good as, if not better than, the record of any British club, and in point of sheer numbers exceeds all but the largest.

Each year the society holds an exhibition, at which the "OO" gauge layout is a popular feature. To avoid the trouble so often experienced at such times, the entire system is fronted with plate glass, the most effective way of keeping small boys from fingering the models, yet allowing everyone to get a close look.

As can be seen from the photographs, the line is electrified on the two-rail principle, control is by cab,

Above. In the foreground a Marklin 0-6-0 stands on the turntable, while at the rear on the high level the converted Dublo "Duchess" passes a scale model of one of the latest N.Z. railcar units.

Below. A general view of the layout. The river can be clearly seen in the middle ground, with a flume, running from a power station high in the mountains, discharging into it just left of centre. A portion of the plate glass can just be seen.

THE GLASS

The "OO" gauge exhibition layout of the Otago M.E.S. Dunedin, N.Z.

with D.P.D.T. switches to prevent sections being accidentally crossed. Many of the locomotives are proprietary, converted to two-rail, but local colour is given by the hand-built railcar, powered by "Romford" motor bogies.

The track is made of Peco F.B. rail on a locally produced sleeper strip, all points being built by the members. Hammant & Morgan solenoid motors provide remote control.

The buildings are a mixture of Bilteezi and home made, but the most interesting scenic effect is the large stream, or small river, that runs through the countryside. This contains real water, which flows realistically through the scene, to disappear unobtrusively through an overflow pipe concealed by an island. It is then pumped up to the high level, ready to start its journey again. This is elaborate scenic modelling, calling for sound, waterproof construction of the channel and some space in which to model the river effectively.

Above. A general view across the layout, looking towards the main station. The mountains in the background hide the operators from the public view, while tunnelled tracks lead to this area, so that the stock can be removed for maintenance, should this prove necessary, without having to introduce out-of-scale hands.

Below. A busy time at the main station. Alongside the "Duchess" and train can be seen a free-lance railcar built on a Romford motor bogie. The N.Z. Railways railcar can be seen to the right. The goods yard is well filled.

Prototype of the Month

YEA

Victorian Railways, Australia

The station buildings at Yea, viewed from outside the station precincts.

A CORRESPONDENT recently asked that this page be used to describe aspects of prototype operation, claiming that the branch lines (which have been of such interest to me), were "interminable." I only wish they were. I am surprised that he should have failed to see countless details of operation in these descriptions, although I do not think that they have been specifically pointed out. This article is an attempt to show some details of the siting of facilities, using as my illustration a place a little nearer to home than Bitton or Llangynog.

Yea is a township in the centre of the state of Victoria and the railway station there not only serves the passenger and goods needs of 1,000 people, but is in fact the focal point of ninety miles of branch line. From Tallarook fifty-six miles north of Melbourne on the line to Sydney, the branch runs easterly through Yea (79¾ miles) to Mansfield, a town of similar size (131¼ miles). From Cathkin (93¼ miles) there is another branch to Alexandra (102 miles), now with goods service only. Bonnie Doon (118 miles) is the only other crossing station. The passenger service on the line is provided by a diesel railcar which leaves Mansfield for Melbourne in the morning and returns in the evening. Yea is a refreshment stop in both directions. Two K class 2-8-0 tender engines stationed at Yea make round trips to Tallarook, Alexandra and Mansfield with goods trains on various days of the week. Occasional stock specials are run by Seymour engines and crews.

The diagram shows a surprisingly small station layout for its task, a quality shared with so many models as to warrant careful study. The facilities may be summarized as follows:

For passengers. On the brick-faced, bluestone-edged platform (300ft. x 15ft.) is the brick station building (70ft. x 17ft. 6in.), with rooms for the office, the stationmaster, waiting and ladies. Tickets are sold at the ticket window in the entrance. There is a corrugated-iron men's (10ft. x 10ft.), also a wooden tea stall (15ft. x 12ft. 6in.). Unlike many country stations, the picket fence on the platform makes the entrance barrier obligatory. Occasionally passenger carriages are stored in No. 2 or No. 3 road. Trailers detached from down railmotors are left in the railmotor siding overnight.

For goods. Goods trucks are left standing for loading and unloading either on the part of No. 3 road opposite the goods shed and the crane or on the cattle siding. On both these roads some commodities are unloaded and loaded at ground level. On No. 3 road is a six-ton crane for loading timber. The cattle siding also serves the back of the coal stage and loco coal is placed there from this road. Beyond the sheep and cattle races on this siding, firewood is loaded at ground level. The goods shed is of corrugated iron (50ft. x 20ft.), with sliding doors on either side and small verandas for shelter. Some of the 186 feet of goods platform is timber and the rest is concrete faced and earth filled. There is a wooden perishable shed (10ft. x 10ft.) on the passenger platform, which has sliding doors on both sides, and in this are kept small consignments to prevent pilfering.

For crossing and overtaking. When two trains meet at this station, one is generally placed in No. 2 road while the other runs through No. 1 road. This is simple when one or both of the trains is a goods. However, when both are passenger trains, usually on holidays, both of them have to use the high-level platform for passengers, van goods and also for refreshments. The first train to arrive is brought to the platform and then sent back to allow it to enter No. 2 road, the crossing loop. After the arrival of the opposing train the first one leaves from the loop. If both trains are railmotors, the second may arrive while the first is still at the platform, but otherwise the sequence is the same.

For running round. Engines run round their trains through No. 2 road, the crossing loop, and it is interesting to note that the engine of an up train may run forward, back along No. 2 road, and over the crossover to No. 3 road, thus reaching the shed or coal stage without having to reverse twice yet avoiding the trucks standing opposite the goods shed.

For locos. There is a water tank on the main line just outside the facing points at each end, enabling engines to take water in most cases without detaching from their trains. Other engine requirements are met by the coal stage (70ft. x 20ft.), the turntable (53ft.), an ash pit and an engine shed (60ft.).

For shunting and marshalling. Usually no shunting or marshalling takes place while there is a passenger

Goods platform and corrugated iron goods shed at Yarck. This is identical to the one at Yea and is a standard pattern. The contraption on the platform is a hoist for wool bales.

by
J. D. McLean

Australian railway practice diverges considerably from British, as this account of a typical medium-sized station will indicate.

View from Yea passenger platform across to corrugated iron goods shed. Diesel railcar in platform.

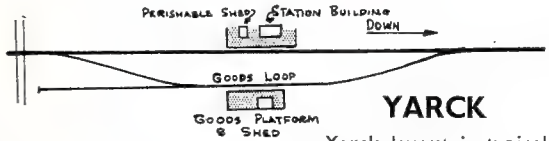
train at the platform. The main portion of the train stands in No. 1 road while the engine shuttles back and forth dropping trucks into No. 2 and No. 3 roads, and causes no end of delay to the domestic activities of the lady who works the gates. On Saturday afternoons the Monday trains, 4.30 a.m. Mansfield and 7.30 a.m. Alexandra, are made up and stand in No. 2 road over the weekend.

Signalling, etc. A home signal protects the station from each direction. They are of the Great Northern somersault pattern and the wires pass through detectors on the crossing loop points at each end. These points are further locked by hand-worked plungers. With the exception of the quadrant levers working the Annet-locked railmotor siding points, all points, including the main line points, are hand worked *in situ* and are weighted to fall one way. The signals are on the platform next to the entrance, uncovered and quite accessible to passengers. The electric staff instruments are in the office.

Things are usually rather quiet at Yea, and on some days the up and down railmotor alone disturbs the clerical work of the stationmaster and his staff. On the other hand, it can become surprisingly busy. On a recent Monday, Australia Day holiday, the Mansfield railmotors and return goods trips to Tallarook, Alexandra and Mansfield were run as usual. In addition to these, however, return railmotors were run from Melbourne to Alexandra and Melbourne to Mansfield, and there were two down and one up Mansfield stock specials. The long single-line sections to Tallarook and Cathkin concentrated the trains on Yea and the yard got just a little congested! At one stage there were three goods trains shunted clear for a down Mansfield motor, and later there were two goods trains there, and so many other trucks that the down evening railmotor had to use the railmotor siding to cross two up railmotors. I hasten to add that congestion like this is not typical of railways in Victoria and there are supposed to be plans for the construction of another loop road—and not before time.

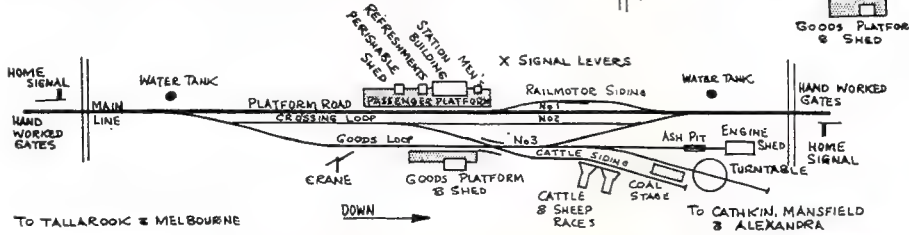
This is an example of a small station in a Dominion, but I think it could be used by a British modeller without much alteration, as the facilities would be similarly placed to those of a British counterpart. It could well be simplified by the conversion of the double slip to two pairs of points, and perhaps could do with a few more signals. It could even make a good dead end station by substituting buffers for the down end gates.

I have mentioned before my maxim, "Maximum operability with minimum expense," and I am sure that the handling of five trains at a station with only twelve pairs of points admits Yea to this category. It is encouraging, too, to know there is a simple prototype station sufficiently busy to justify some of the feverish activity on my own model railway.



YARCK

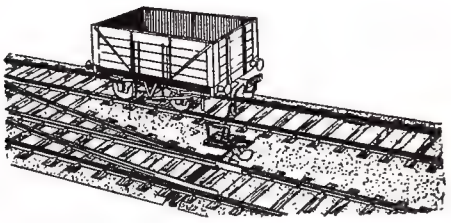
Yarck layout is typical of the smaller country stations in Victoria.



YEA

Yarck station, showing prefabricated platform edge and building. Should the latter be no longer required it can be unbolted and transported elsewhere.

Peco Topics



TEMPLATES FOR POINT CONSTRUCTION

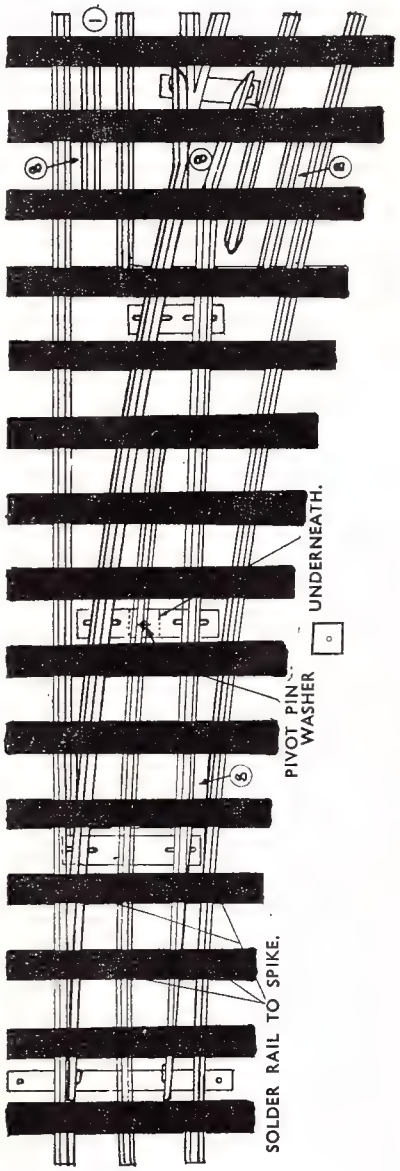
IT may not be generally understood that the drawings in the Peco "Do It Yourself" Spiked Track Instructional Leaflet can be used as templates from which points may be directly constructed without the need to mark out the various components on the base.

Begin by cutting from the plan all the sleepers, so that the drawing has a series of slots running across it. Next the plan is pinned lightly in place on the prepared ballast, and sleepers cut to length from strip are lightly glued in place.

This will leave enough of the rails showing to enable the various parts to be cut and shaped and then spiked in position, as detailed in the instructional sheet. Then, when the point is complete and tested, the remains of the point plan can be removed.

Five full-size plans are provided in the threepenny leaflet, and although this method does involve the destruction of the plan it cannot be called expensive at less than a penny a time. Where a special point is required for which plans were not provided, it is simple to produce a skeleton diagram as described last month, cut the sleeper slots in this, and proceed as before.

No matter how complex a point, the template system of point laying provides a simple and straightforward method of setting out the individual parts on the baseboard.



This diagram shows the two-foot-radius universal point from the Peco "Do It Yourself" Spiked Track Instructional Leaflet (price 3d.) prepared for use as a template. The black areas are cut away, using a sharp craft knife, the diagram is pinned in place on the baseboard, and sleepers cut from strip are laid in the slots. After the rails are laid the plan is torn away.

NEW B.R. COACH LIVERIES

THE British Transport Commission, in conjunction with the chairmen of area boards and the regional general managers, has reviewed the liveries of locomotives and coaching stock and has now decided to adopt a maroon livery as standard for all passenger train vehicles other than diesel and electric multiple units, which will be painted green. An exception will be made in the Southern Region, where all passenger stock, multiple unit or locomotive-hauled, will be painted green. In addition, it has been decided that a few selected named trains in the Western Region will be formed of stock painted in the former Great Western Railway livery of chocolate and cream.

The new liveries will apply to all new coaches as they are built, but existing coaches will not be repainted until they go into the workshops for redecoration as part of normal maintenance.

It is hoped that some principal expresses will be running in their new liveries this summer.

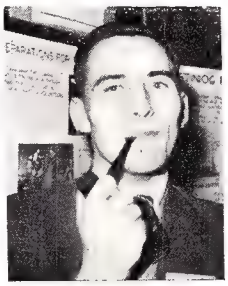
CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 54

R. J. (Bob) Hunter

Merseyside M.R.S.
Festiniog Railway Society



The photograph, taken at the Manchester Model Railway Society, shows in the background the stand of the Festiniog Railway Society and in the foreground Robert John Hunter, a member of the Merseyside Model Railway Society.

Bob, as he is generally known to modellers, started modelling in "O" gauge in his very early youth and has since then been a staunch supporter of the gauge. During his schooldays at Rhyl, Bob formed the Rydal School Model Railway Society. Returning from service in the Royal Signals, he joined the Merseyside Model Railway Society in 1950. As programme secretary he arranges for the monthly meetings of the society and in addition "liaises" with British Railways, for whom he works as a publicity and public relations clerk. In the club he is known as "16mm. Bob," as he is often to be seen screening films or talking about current releases. Interests in modelling have been based on the theory of a small but workable layout, for steam and clockwork power, under the control if need be of one operator, signalling being an integral part of the layout. However, for the last six years he has not been able to continue on his layout due to his being in "digs"—not all landladies like "O" gauge, he says. However, though disliking the thought of being converted into a "mice man," he is at present building a portable 4mm. layout based on Festiniog Railway practice. This is news to the club members, some of whom will no doubt rejoice at his "conversion."

GEORGE COOKE

Leicester Model Railway Group

It is with deep regret that we must record the death of George Cooke after a long illness. An enthusiastic modeller, he was always ready to offer both advice and practical assistance to anyone. That his help was often sought is a testimony to his ability. His all-round skill in the field of modelling is amply demonstrated by his models of L.B. & S.C. in "OOO" and M. & G.N. and Midland in gauge "O." The last model he made was "Dolgoch" in 7mm., and this is a splendid example of his craftsmanship. What a pity he did not live to complete the train as he planned.

I am sure that we of the Leicester club and his friends in the London, Manchester and other societies will join in expressing our deepest sympathy to Mrs. Cooke and family in their great loss. P.A.S.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

FYLDE MODEL RAILWAY SOCIETY

Meetings of the above society are now held fortnightly on Tuesday evenings at 7.30 at the Marton Institute, The Oxford, Blackpool, and for further details of the society application should be made to the hon. secretary, Mr. N. Dale, 113 Inver Road, Bispham.

BARNSLEY AND DISTRICT MODEL RAILWAY CLUB

The Barnsley and District Model Railway Club was officially opened on March 21, 1956, and the following officers have been elected: hon. president, Mr. G. Pierpoint; hon. chairman, Mr. R. Jackson; hon. secretary and treasurer, Mr. H. L. Smith.

Meetings are held on Wednesday night each week, but during June, July and August only once a month. A baseboard for a layout measuring 12ft. x 8ft. is now being constructed, and for further information inquiries should be sent to the hon. secretary, Mr. H. L. Smith, 46 Shaftesbury Street, Stairfoot, Barnsley, Yorkshire.

DRONFIELD AND DISTRICT MODEL RAILWAY SOCIETY

A group of some fifteen enthusiasts have formed the above society, and have been fortunate in obtaining premises for future activities. New members would be very welcome, and all inquiries should be made to the hon. secretary, Mr. R. W. Peck, 4 Moorgate Crescent, Dronfield, near Sheffield.

NORTHOLT MODEL RAILWAY CLUB

The club has had a successful winter season, many improvements having been added to the stud contact layout, including automatic signalling in two sections. The scenery is also proceeding apace and electrification of points is completed.

The two-rail and "O" gauge sections have undertaken some track laying, and in regard to two-rail it is hoped that a circuit will be completed for running within the next three months.

With regard to the forthcoming summer, the club will be represented at the West Norwood and West Wickham exhibitions, both to be held in May, and arrangements are now being completed to hold the club's annual exhibition on its premises on September 8. Invitations are being sent out to old friends. Inquiries to Mr. R. G. Turner, 5 Craven Avenue, Southall, Middlesex. Telephone Southall 4265.

THE SOUTHEND MODEL RAILWAY AND ENGINEERING CIRCLE

This society has been forced to relinquish its club premises in the basement at 10 Boston Avenue, Southend-on-Sea, Essex, owing to circumstances beyond its control.

It was fortunate, however, in being able to move almost at once into a very small building at the rear of 100 Leigh Road, Leigh-on-Sea. Space is very restricted and drastic alterations have had to be made to the "OO" layout.

The live steam members find facilities at the new premises impracticable, and this section has been brought to an end, except perhaps for an occasional visit to see what progress is being made on the "OO" side, and owing to this enforced "retirement" of certain members it has been necessary to nominate new officers: chairman, Mr. R. Goudge; hon. secretary and treasurer, Mr. G. Hardyment.

The premises are available at any time to members, but for general meetings and new members (of whom we would warmly welcome all those interested in "OO" gauge) Tuesdays from 7.30 onwards is the only night for enrolment, or further particulars may be had on application to the hon. secretary.

CONTACTS WANTED

Would any owners of model railways in the Wanstead-Woodford area please get in touch with Mr. C. J. Middleton, Westlooe, 41 Forest Way, Woodford Green, Essex?

JUNE MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB
7 16.5mm. layout construction.
13 "Methods in my madness," by Mr. J. P. Addenbrooke.
21 16.5mm. layout construction.
27 Brains trust. The secretary will welcome questions put to the panel.

FYLDE MODEL RAILWAY SOCIETY
12 "Introduction to power supply," by Mr. H. Simpson.
26 "Track ballasting," by Mr. F. Bishop.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY
13 "Loco conversions to two-rail," by Mr. H. Leese.
27 Layout construction.

MODEL RAILWAY CLUB
7 Track night, G.W.R.
21 Lecture: "Railway Photographs," by Mr. J. J. Davis. At Caxton Hall, S.W.1.
28 Track night: L.M.S.

WIMBLEDON MODEL RAILWAY CLUB
13 "Signalling and block working," by Mr. J. T. Howard-Turner.

NEWS AND VIEWS OF TRADE INTEREST TRADE

The Model Railway Exhibition Trade Stands

IN this necessarily brief review we are restricting ourselves mainly to the new items on show for the first time this year, for practically every item for the modeller was on sale at this exhibition.

A.B.C.

The popular A.B.C. power units are now available in a new and improved form. Type A remains substantially as before, giving a 12-volt D.C. output, but types B and C are now fitted with a centre zero controller with a large knob. Type B gives, in addition to the controlled 12-volt D.C. output an A.C. tapping for auxiliaries.

BASSETT-LOWKE

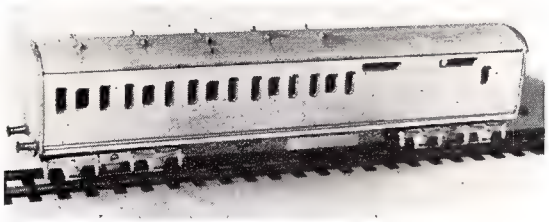
Bassett-Lowke's stand was attractively arranged to depict a portion of an outdoor garden railway in " O " gauge. On this line two B.-L. developments were demonstrated, a new auto-coupler and two-rail traction, both, needless to say, functioning perfectly.

C.C.W.

The latest C.C.W. kits will appeal to L.M.S. and L.N.W. fans particularly—a series of four L.N.W. non-corridor kits, two 50ft. brakes, a 50ft. compo and a 57ft. third. These kits are complete with cast ends, and fittings kits, both internal and external, are obtainable. At present the kits are " OO " gauge only.

The external fittings (" OO " only) are a particularly useful C.C.W. development. They contain all the assorted hardware—bogies, buffers, couplings (three-link), battery boxes, dynamos, roof vents, etc., needed to complete the body kit. They are indispensable for beginners and invaluable for the more experienced.

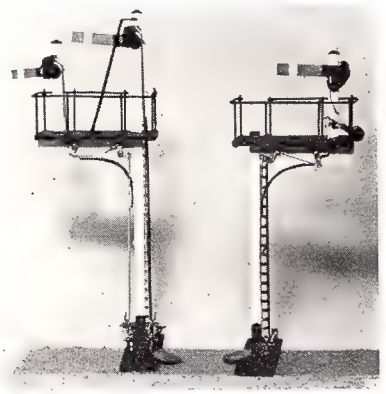
The range of cast fittings for both " OO " and " O " gauges has been further extended, while in " OO " a range of plastic wheels has just been introduced.



C.C.W. L.N.W.R. brake third kit assembled.

GEM

The old-established firm of G. E. Mellor had a wide range of " OO " gauge products on view, including their popular Flexi-trak, and the very fine super-detailed trees for which they are famous. New this year is their range of " OO " assembled signals, which cover most requirements on the average layout. Prices, of course, vary according to the complexity of the signal.



Bracket signals by G. E. Mellor.

HAMBLINGS

Prominent on this stand was the new Bilteezi tunnel-mouth sheet, which retails at the standard price of 1/10. It is available in three shades of stone, so that the " local " stone of the railway can be matched. It can be assembled to suit double or single track, with additional clearance for proprietary track if so desired.

Their full range of fittings was on view, including a new super-detailed version of the old Essar 0-6-0 tank body casting. Additional space has been provided inside the body so that a variety of mechanisms can be installed with ease. This is, incidentally, one of the oldest items in the " OO " field and has never lost its popularity.

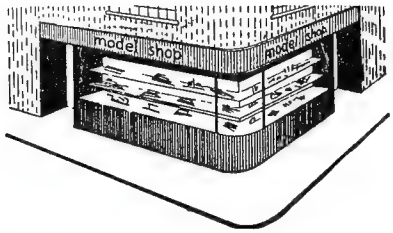
IAN ALLAN

The full range of the many popular books on prototype railways published by this progressive firm was on sale, together with copies of our contemporary, *Trains Illustrated*.

K's

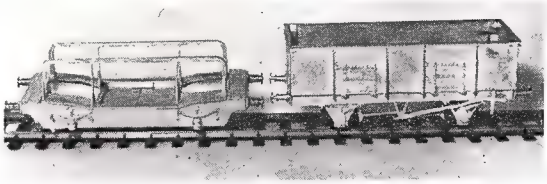
Having recently acquired a special moulding plant, K's have begun by introducing a range of finely detailed fittings for all gauges from " 1 " to " OO." More important still, they have introduced two new kits, a G.W. 20-ton coal wagon and a " Coral " plate-glass wagon. Both kits, which retail at 5/3, less wheels and couplings, have complete rivet and strapping detail, and are so designed that, after a little

WINDOW



cleaning and trimming, the parts interlock together, and nothing more than glue is needed to complete a firm, strong assembly, ready for painting.

Also to be seen on K's stand were power units by Hammant & Morgan and Kirdon.



K's new " Coral " and 20T coal wagon kits assembled.

The new Hammant & Morgan power unit.

MECCANO LTD.

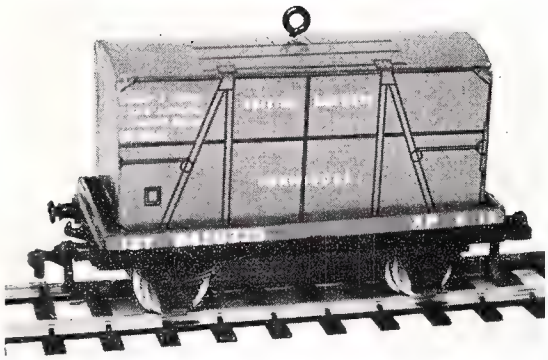
The Hornby Dublo layout was in continuous operation throughout the exhibition, with all the latest items on view. We understand that there are several interesting new developments in progress and will, of course, be reviewing these when details are released.

MODELCRAFT

Prominent on the Modelcraft stand were the assembled versions of the new modern station kit and canopy extension. This kit can be arranged to form a modern through or terminal station with an overall glazed roof. It can be extended to any required length with the canopy extension kit. The main kit costs 16/- and the extensions are 7/- each.

MODEL RAILWAY CONSTRUCTOR

This stand displayed the current issue and back numbers of this popular publication.



Hornby Dublo low-sided wagon with furniture container. Another version, with a refrigerated container, will be released this month.

PECO

The main attraction on the Peco stand was the new Wonderful Wagon salt kits. These colourful kits retail at the standard price of 7/6 each complete, and are made to the same exacting standards as the private owner open wagons. Also on view were the Peco spiked " Do It Yourself " track components and Peco-way ready-assembled track.

New on the publications stand were *Planbook No. 4* and Col. Beattie's *Model Railway Magic.*

Trees by Slater.

PERCIVAL MARSHALL

Our contemporary the *Model Railway News* and the wide range of textbooks published by Percival Marshall were on sale at this stand.

RAILWAY WORLD

Here the current issue and back numbers of *Railway World*, together with many books on prototype railways, were obtainable.

TRADE WINDOW

(*Continued from page 146*)

RATIO

No new kits were on sale at the Ratio stand, but we were pleased to see that several station building kits are in the project stage and it is hoped to introduce these later in the year.

G. N. SLATER

This is the first time Huminitures have been exhibited in London, and the range aroused considerable interest. In addition to human and animal figures, Slaters produce a wide variety of small parts for bringing life to the layout.

WALKERS AND HOLTZAPFFEL

An interesting development in the Romford range of locomotive wheels is the introduction of squared axles with extended screws for 16.5mm. gauge. These are intended for locomotives with double frames, and avoid completely the shifts and stratagems hitherto needed to produce these attractive prototypes. This is of particular interest to G.W. enthusiasts, whose " Bulldogs " and " Dukes " will now offer few terrors. As usual, a wide array of components for " O " and " OO " gauges, together with a selection of finished models in both scales, was to be seen.

G. & R. WRENN

Various proprietary trains were to be seen in operation on Wrenns universal trackwork. New items which will be introduced later this year include a universal double junction (right and left hand), a novel ballast strip which produces an excellent illusion of granite chip ballast, and inexpensive trees.

EDWARD BROTHERS' BLUEPRINTS

We have received from Norman Kerr, The Square, Cartmel, Grange-over-sands, Lancashire, a copy of his catalogue of Edward Brothers' blueprints. Older readers will, we feel sure, welcome the return of this popular pre-war range of prints, all of which have been produced from official information, and many of which depict pre-group vehicles now rarely to be seen except in model form. The great majority of the blueprints are to 7mm. scale only, which is not, however, such a big disadvantage as might be thought, for by measuring the print in scale feet and inches, and then working with a scale rule, one can conveniently work from a drawing of any scale. We would point out in this connection that many of the expert rolling-stock modellers habitually use large-scale drawings from which to build their models.

Our only criticism of the list is that the indication of locomotive class is not always as exact as it might be. We hope that this will be attended to in a future reprint.

STOP PRESS

Messrs. Bradshaw Model Products ask us to correct an error in their advertisement on the back cover. C.Boom should be 37/10, not 31/6.

BRASS COPPER DURAL ALUMINIUM BRONZE
ROD, BAR, SHEET, TUBE, STRIP, WIRE
3,000 standard stock sizes
No quantity too small ● List on application
H. ROLLET & CO. LTD.
6 Chesham Place, S.W.1 SLOane 3463
Also at Liverpool, Birmingham, Manchester, Leeds

BOOK REVIEW

The Locomotives of the Great Western Railway (R.C.T.S.).

The publication of the latest section of this mammoth undertaking brings us to the halfway mark, as six of the projected twelve books have been issued. It is therefore an appropriate time to review the progress so far.

The object is to present a definitive history of all locomotives ever to run on the Great Western Railway. When one considers that this covers a span of over a century, this is no mean undertaking. This, however, is no mere list of locomotives with building dates and so on ; a considerable amount of detailed information is given, so that, with little difficulty, the interested reader can establish the history of any locomotive in a large class. This is of particular value to the keen modeller, as it enables him to decide within fine limits exactly how any locomotive appeared at any particular time, for despite the gibe that all G.W. engines are alike, innumerable detail differences exist.

The sections so far issued are :

Part 1.—Preliminary Survey, 10/-.
Part 2.—Broad Gauge, 10/-.
Part 4.—Six-wheeled Tender Engines, 10/6.
Part 7.—Dean's Larger Tender Engines, 8/6.
Part 8.—Modern Passenger Classes, 7/6.
Part 11.—The Rail Motor Vehicles and Internal Combustion Locomotives, 4/6.

Copies can be obtained from the Railway Correspondence and Travel Society's hon. publications officer, Mr. D. H. Wakley, 18 Holland Avenue, Cheam, Surrey.

We will go so far as to say that anyone contemplating the construction of an accurate model of a G.W. locomotive needs the appropriate part of this fine series.

Layout Plans No. 4 (Peco Publications and Publicity Ltd., 1/3).

The latest edition of this popular series of pocket-size handbooks contains a selection of layout plans published in the RAILWAY MODELLER during 1955.

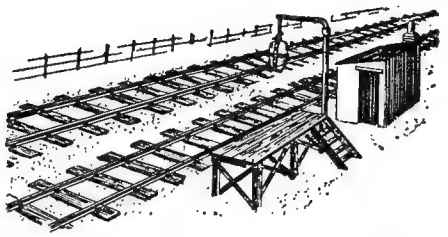
Diesel Locomotives (published by Ian Allan in conjunction with Locomotive and Allied Manufacturers' Association, 2/6).

This attractively produced brochure contains a large number of illustrations of British-built diesel locomotives and railcars, with several (including a fine shot of the new " Deltic ") in full colour. The text includes a brief history of diesel development and some non-technical notes on the design of diesel locomotives. Of particular interest is a clear chart showing the special wheel formula used for diesel and electric locomotives, whose complications completely defeat the popular Whyte notation used for steam stock.

The book is excellently produced, demonstrates clearly that British manufacturers are fully in the forefront of diesel development, and above all is extremely reasonable in price.

Trix Train Whistle Set (complete) 63/-
Fleischmann 0-6-0 Tank, two-rail 110/6
Peco Wonderful Wagon Kits 5/11
Wrenn Track, per yard, two-rail 4/8, three-rail 6/2
Graham Farish Service Agents *Catalogue free*
J. S. SCARLETT & SON
BALLYCASTLE, NORTHERN IRELAND

READERS' LETTERS



This space is reserved for the free exchange of readers' ideas and opinions

GAUGE "O" GUILD

You may have seen in the columns of your contemporary, the *Model Railway Constructor*, letters suggesting the formation of an association for gauge "O," similar to that which has done such excellent work in gauge "1."

Quite a considerable amount of interest seems to have been aroused, with the result that it is now definitely intended to form a gauge "O" association —or guild—and pending an inaugural meeting I have been asked to act as secretary.

It occurred to "Auld Reekie," the initiator of the correspondence, and myself that your readers would like to know of the formation of the guild, and perhaps therefore you would be kind enough to grant me the courtesy of your columns to appeal to all gauge "O" enthusiasts to support this new venture by writing to me direct—with, please, an s.a.e.

Unity is strength, and it should be possible to follow the example of the Gauge "1" Association, and to help lift this once most popular of gauges from its present near-doldrums to a new popularity and increased availability of parts and models.

H. F. BOWER.

81 The Drive, Bexley, Kent.

We are happy to print this letter, and wish the Gauge "O" Guild every success. We do, however, feel that the scale is far from being in the doldrums; in fact we were told by one leading supplier that there had been a considerable upsurge of interest in the larger scale during recent months. Moreover, there is ample evidence from the stands at all exhibitions that there are plenty of "O" gauge workers about, and that not all of them are modellers of pre-war standing.

We do feel, nevertheless, that 7mm. scale does not get the attention it deserves because modellers in this scale are more chary of writing for publication. The remedy is obvious; remember, we cannot print articles we do not receive!

ANYTHING GOES

Yesterday (April 25) I saw a 4-6-0 loco on the ex-Great Central line propelling six open wagons and a brake van at about 25 m.p.h. through Quorn and Woodhouse station.

It came down from Leicester at a considerable speed and slowed to pass the platform, then it accelerated away towards Loughborough.

Unfortunately I was unable to see the train closely, since I was involved in Wednesday afternoon sport in a field some 300 yards from the line.

This high-speed propelling of trains is one thing B.R. seem to do far more easily than it can be done in miniature, but it is another example of the possibility of almost any situation occurring in real life, as was the train on the up line a few moments before, when a similar large loco clanked past at snail's pace with one ten-ton wagon in tow. Then there was the named engine which arrived at Leamington on September 26, 1954, with one push-pull trailer in tow. If such things are frequent in this part of the country it may spread and a full-size "Duchess" may appear on the Blankshire Light Railway with a couple of main-line coaches so that Dublo fans will have some possible prototype working.

T. ENGLAND.

CAMBRIAN GOODS STOCK

I was interested to read in the RAILWAY MODELLER for March that Mr. Shaw had seen a double bolster wagon, belonging to Cambrian Railways, painted green.

Might I suggest that as this was in 1915 it might have been done because of a shortage of grey paint caused by World War I? About 1944 I saw a number of Great Western wagons and vans finished in passenger chocolate brown, probably also due to a shortage of paint caused by the war.

It would be interesting to get the viewpoint of somebody who knew the old Cambrian well.

I notice that I missed the end stanchions off the side elevation of the eight-ton dropside wagon in the August issue. These should be four inches deep at the headstock and taper to two and a half inches over the body height.

I apologize for any inconvenience caused to modellers.

M. E. MORTON LLOYD.

HELP WANTED

I should like to be allowed to use your correspondence columns for the following request. Another local enthusiast and myself are constructing a scale model to give to a local boy who, suffering from a nervous paralysis of the legs, is likely to be bedridden for some years. The track is an end-to-end U-shaped model into which his bed can be wheeled. We have completed the track and scenery, and have been constructing the motive power and rolling stock. The lad has requested a S.R. Bulleid Pacific. I was fortunate enough to pick up a Farish "Golden Arrow" very cheaply, but through my own carelessness broke the tender body beyond repair.

I have scoured the model trade for miles round to find another tender body, but without success. If anybody has one he is willing to dispose of or knows of a model shop that can supply, either with or without tender frame, I should be very glad to hear from him. We had hoped to be able to hand our efforts over on August 30, which is the boy's birthday.

It does not matter if the "drive cover" has been cut away from the tender body, as I have remotored with a Romford motor in the loco casting.

R. C. DARNEY.

34 Hermitage Lane, British Legion Village, Maidstone, Kent.

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page vii. We regret that we cannot prepare special designs for individual readers.

I own a "OO" layout approximately 11ft. by 7ft., to which extensions are about to be made. The electrical system is split-potential. Recently I discovered by accident that with one controller forward on one section and another controller in reverse on a separate section, and an engine on each section, both engines moved in spite of the common *supply being disconnected. Thus power was being obtained from one rectifier to the other. If either engine was removed or either controller shut off or reversed, no current flowed.*

I always understood this flowing of current through both rectifiers to be impossible, and am wondering if my transformer and/or rectifiers are at fault. I can see, of course, the direction the current takes, but am wondering if any harm can be done by this ever-present unwanted current.

A further problem I have found is leakage between A.C. and D.C. supplies. The transformer has several outputs: 3.5v. A.C., 6v. A.C., 12v. A.C. and 20v. A.C., and two more 12v. A.C. for supply to rectifiers. It had been my desire to use the common rail as negative for my 12-volt A.C. supply to turnout motors and uncouplers, and also for the 3.5v. A.C. for lighting. I find, however, that both short across the track (via engine), and back through the other rail, which should only carry D.C., as it passes through the rectifier.

Consequently I have had to abandon utilizing the common rail as a negative for other than track power supply, the alternative being extra transformers at further expense. Is the transformer I have at fault?

D.E.C., PAR, CORNWALL.

The phenomenon you have noticed whereby on a split-potential system two locomotives can be made to operate on separate sections with the common return cut is quite normal. If you ignore for a moment that you are getting the current from the rectifier, and draw out the circuit merely showing supplies, you will see that there is a circuit from supply 1, through the controller to locomotive 1, then along the common rail to locomotive 2, through locomotive 2 to controller 2, thence to supply 2, and from there to supply 1 by means of the link in the unit.

In fact, this circuit does exist on all split-potential systems when two locomotives are being driven in opposite directions, and under certain complex circumstances the principal current will flow through this circuit and very little current indeed will pass through the common return, causing both locomotives to fluctuate in unison.

It is not possible to use a supply from the same transformer that is feeding the power unit for point and signal control, for if you wish to use the common rail in this fashion you set up feed-backs through the rectifiers, thus causing a short circuit. If you wish to use the common rail as a return for your A.C. supplies a separate transformer is essential. It is probably cheaper to use a separate return wire in your case.

The now famous

REX 00 WAGON KIT RANGE

available again at these attractive inclusive prices:

Any 6 complete kits, including postage ... 19/–
Any 3 complete kits, including postage ... 10/–
Any 1 complete kit, including postage ... 3/6

State HD or BRMSB wheels. Mark order SRO.

Fish van Low open | Meat van High open | Fruit van All-steel | Petrol tank Guard's van

SPARE PARTS: Rex Wheels 1/6 per pair; Peco Spoked Nylon Wheels, R/T, 1/4 per set; Peco-Simplex Auto-couplers 2/- per set; ERG Spring Couplings 7d. per packet.

TRANSFERS:

Wagon Transfers (white letters)
N.E., L.M.S., G.W. or S.R. ... ... per pair 2½d.
British Railways ... ... per pair 3½d.

Petrol Tank Transfers
"Shell BP" for white tankers ... ... set 1d.
"Shell BP" for black tankers ... ... set 1d.
"Esso" ... ... set 1d.
"Regent" ... ... set 1d.
"I.C.I." ... ... set 1d.

REALISTIC LOADS:
6 assorted packets. Price 5/-, including postage. SAE for Summer Bargains List—now ready

The ERG CATALOGUE—Price 1/9 including postage

ERG (Bournemouth) LTD

529 ROUMELIA LANE, BOSCOMBE, BOURNEMOUTH

HAMBLINGS

THE "OO" SPECIALISTS

FOR

BUILDING "OO" COACHES

use

our litho sheets that are printed in full colour for cutting out. They present a perfect appearance and are easy to use. Each sheet costs only 1/10, post 3d., and includes complete sides for three coaches. There are 17 varieties to choose from, covering each of the old four groups and B.R.

Other parts available as follows:

For body: roof, floor, perspex sides and cast ends, price 3/5 the set.

Other parts: buffers, acc. boxes, corridor connections, etc., and bogie parts available according to type of coach built.

HAVE YOU SENT for a tube of the new "UHU" wonder glue, the greatest aid to the modeller? Price 1/6, post 3d., per tube.

THE ORIGINAL HOME OF "OO" GAUGE

HAMBLINGS TEM 4704 10 CECIL COURT CHARING CROSS RD. W.C.2

EDWARD EXLEY LTD.

THE RIDGE, EATON HILL,
BASLOW, DERBYSHIRE
Telephone : Baslow 3224

MAKE YOUR RAILWAY THE LAYOUT OF THE YEAR

We can TRAIN you with the right COACHES

EXLEY COACHES
" MAKE "
A MODEL LINE

NEW ENLARGED SPRING CATALOG NOW READY, 2/3 post free (inland), 2/9 post free (overseas). LISTS ALL

Vehicles for pre-grouping lines and G.W.R., L.M.S.R., S.R., L.N.E.R., B.R.

Trade inquiries invited

TRADING IN FOUR REIGNS

of

GILLINGHAM
KENT

GAUGE " OO "
MINIATURE ROAD VEHICLES

Britains Series

3-ton army lorry with detachable cover. Price **3/1**, postage 6d.

3-ton civilian lorry. Price **2/7½**, postage 6d.

Matchbox Series

Vauxhall Cresta saloon **1/6.**

Caravan (for use with above), **1/6.**

M.G. sports car **1/6.**

Land Rover **1/6.**

Postage 3d. extra one model, two or more models 6d. extra.

J. R. BAKER (GILLINGHAM) LTD.
(Dept. R.M.)
14 Canterbury Street, Gillingham, Kent
M.E.T.A. Dealer

BUILDING A "OO" LOCO?

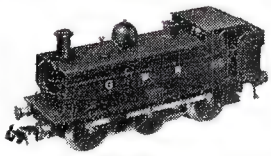
You will find our stock most useful

LOCO FITTINGS

Handrail knobs (brass), per 12	2/11
Vacuum pipes, per 6	1/4
Brake standards (brass)	8d.
Loco chimneys, 10 types, from	11d.
Domes (high, low, compound, flat), from	11d.
Safety valves (G.W.R. Ross Pop, Ramsbottom), from	4d.
Loco cylinders, L.M.S., pair	2/5
Loco cylinders fitted slide bars, pair	3/7
Loco whistles	4d.
Steam pipes (brass)	5d.
Cab plate of cab fittings	6d.
Boiler fronts, 6 types, 15-23mm.	5d.-6d.
Bogie frames, 6ft. centres	11d.
Pony trucks	1/6
L.M.S. tender side-frame set	2/5
L.M.S. tender front, diecast	1/10
L.M.S. and L.N.E.R. tender fillers, from	4d.
3-link and scale screw couplings	
Paint and transfers	
Driving wheels by Romford and Hamblings	
Motors by Romford, K's and Tri-ang, from Plus postage	13/3

GEE DEE LTD.
40 GOOSE GATE HOCKLEY

NOTTINGHAM



NEW G.W.R. PANNIER TANKS
No. 5700

2-rail with Tri-ang wheels and couplings ... **47/6**
3-rail with H/Dublo type couplings ... **59/6**

TRI-ANG AND H/DUBLO TRACKS EXCHANGED FOR WRENN
or other flexible track.

WE PURCHASE GAUGE "OO" TRAINS

COMPLETE LAYOUTS EXCHANGED TO ANOTHER MAKE

HORNBY DUBLO GUARANTEED BARGAINS :
Standard train sets at approximately ¾ list price, B.R. 4-6-2 tank locos **55/-**, 0-6-2 tanks **35/-**, locos and tenders—" Sir Nigel Gresley " **52/6**, L.M.S. " Duchess of Atholl " **57/6**, B.R. " Silver King " **57/6**, wagons and vans **3/9**, rails **2/6**, half rails **1/6**, remote points **15/-**, quarters **1/3**.

HATTONS
136 SMITHDOWN ROAD, LIVERPOOL

PLEASE TELL YOUR FRIENDS ABOUT THE **RAILWAY MODELLER**

Your RAILWAY MODELLER Cup Coupon →

R.M. Cup June 1956

Advice Bureau Coupon →

Advice Bureau June 1956

The RAILWAY MODELLER

SMALL ADVERTISEMENTS

RATES—Private 2d. per word. Trade 4d. per word. Min. 12 words.
Copy must be received by 1st of month preceding insertion. Box Nos. 1/- extra.

TRADE

YEOVIL. Railway modellers invited to call. Tri-ang service agents. Peco, Trix, Rivarossi, X-acto knives. Comprehensive stocks. Mail orders taken. " Hinks for Radio," 36 Middle Street Yeovil.

WANTED. Above half list price allowed for Dublo, Tri-ang, Marklin, Dinkies, etc., in new condition, against Gem Flexi-trak; also complete layouts, Dinkies, etc., bought for cash. Model Exchange, Market Hall, Rotherham.

CRADDOCKS (Romford) Ltd., M.E.T.A. dealers, offer you a large selection of all the products of the leading manufacturers : ABC, Anorma, Bradshaw, CCW, Exley, ERG, GEM, Hamblings, H & M, Jamieson, Kirdon, K's, Peco, Ratio, Rivarossi, Romford, Walkers & Holtzapffel, Wrenn, etc. Main agents for Hornby Dublo, Tri-ang and Trix. Our mail order and credit sale terms assure you of service and satisfaction. Call, write or phone Romford 553. 82 South Street, Romford, Essex.

" RAILWAY MODELLER " back numbers 9d. each, postage 3d. one copy, 1d. extra each additional copy. November, December, 1951; January, March-July, December, 1952; March, April, May, July, November, 1953; April, May, July-December, 1954; March, May-December, 1955; February, March, April, 1956. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton.

THE original " Railway Modeller " Layout Plans Nos. 1, 2, 3 and 4, 1/3 each. Each book contains a graduated range of schemes to suit all conditions. Thousands of satisfied clients. Peco Technical Advice Bureau, Pecoway, Station Road, Seaton.

" SCENIC MODELLING," by P. D. Hancock, 1/9. The secrets of the art by an expert. Peco Technical Advice Bureau, Pecoway, Seaton.

Low-voltage D.C. and A.C. power supplies to your specification. Transformers and rectifiers supplied from stock. Inquiries with s.a.e. to General Electronics, 129 Portobello Road, London, W.11.

FOR SALE

Marklin restaurant car with pantograph, new, 16/6. Wheelwright, 33 French's Avenue, Dunstable, Beds.

Trix model railway (converted to two-rail), Wrenn track, 14 points, 4 locomotives, 9 coaches, 20 wagons and accessories. Worth £60 new, accept £35 o.n.o. P. Chittenden, 1 Poyle Terrace, Sydenham Road, Guildford, Surrey.

For sale, Trix—large quantity of rolling stock, signals, track, etc. A. L. J. M. Toulmin, 343 Staines Road, Hounslow, Middx. Phone HOU 2238-3456.

For sale, " OO " large Marklin layout, installed 1955, unused due to illness. Most items current catalogue available. Faller buildings, etc. Foolscap s.a.e. Below.

For sale, gauge " OO " Exley sub-standard coaches, discontinued catalogue items, oddments at reduced prices. Foolscap s.a.e. Below.

For sale, gauge " O " locomotives, coaches, rolling stock, track, by Exley, Beeson, Mills, Hornby, with discontinued lines, sub-standard Exley coaches, oddments. S.a.e. below.

For sale, railway, tramway books, timetables (public and working), tickets, coloured postcards, photographs, oddments. Home and foreign. Foolscap s.a.e. The Ridge, Baslow, Derbyshire.

WANTED

Wanted, anything in " TT " Rokal, " OOO " gauges. Details condition, price to Box No. 56/9.

Farish Pullman coaches converted to H/Dublo. State price. R. Ledgard, 17 Primrose Terrace, Bradford 8, Yorkshire.

Gauge " O " Hornby Schools, Hornby G.W.R. County tender, Hornby bogie, goods wagons, snow plough, breakdown van, Hornby G.W.R. suburban bogie coach. L.M.S. saloon, Bassett-Lowke L.N.E.R. (blue) streamlined Pacific, G.W.R. tinplate brake third. Both locomotives clockwork. The Ridge, Baslow, Derbyshire.

WANTED " HO " gauge coaches by Reidpath, etc., L.M.S. particularly wanted, but any company considered. Details, price to BOX 56/1.

SITUATIONS VACANT

Young man interested in model railway layouts and backgrounds. Good wages. Apply staff manager, Gamages of Holborn, E.C.1.

SOUTHGATE Hobbyshop require assistant interested in a position with prospects. Apply with details, 20 Hampden Square, Southgate, N.14.

Coaching enthusiasts ! A society is being formed, subject to sufficient support being received, the main object of which will be the production of a journal to deal with pre- and post-grouping British stock. Please write for details to F. W. Shuttleworth, 15 Victoria Road, Fallings Park, Wolverhampton.

MIDLAND, GREAT WESTERN AND L.N.W.R.
(" O " gauge)
G.W.R. 2-4-0T, 12 volts D.C., £12/12/-; M.R. 0-6-0T (to order), £12/15/-; L.N.W.R. 19in. goods (Marklin rebuild), 2/H, £12/15/-. CCW clerestory kits to suit above locos from 14/6.
DOUGLASS MODELS HOLYWELL GREEN HALIFAX

DIAMOND CROSSINGS. Universal standards. Moving blades ensure 100 per cent closure of all gaps. 14/- each.
UNIVERSAL POINTS. Left and right hand. 10/9 each.
These " Premier " products available in two-rail only.
Nickel silver scale rail. Post and packing 6d. extra.
Sole stockists: **LIVERPOOL MODEL SHOP LTD.**
10 Moorfields, Liverpool 2
The *friendly* shop (100 yards from Exchange Station).

" O " NEW " SKINLEY " BLUEPRINTS " OO "
305, S.R. 0-6-0 diesel shunting loco ex. No. 3, 2/-;
650, L.N.E. 0-6-0 diesel shunting loco No. 8000, 2/-;
595, L.M.S. 0-6-0 diesel shunting loco No. 7117, 2/-;
G.40, L.M.S. (ex.-L.T.S.) 4-wheel bullion van, 1/3.
Please state " O " or " OO " prints when ordering.
10th edition catalogue, 10½d., post paid.
JOHN E. SKINLEY, 132 High Street, Southend-on-Sea, Essex

TYLDESLEY & HOLBROOK
AGENTS ALL LEADING MAKERS (M.E.T.A.)
109 DEANSGATE, MANCHESTER 3
SECONDHAND LOCOS. " OO," 12v. D.C.
G.W.R. Mogul, **£15**
G.W.R. 2-6-2 61XX, **£13/10/-**
L.M.S. 5XP " Silver Jubilee," **£9/9/-**
L.M.S. (Mid.) Class 3 4-4-0, **£11/11/-**
L.M.S. Hornby " Princess " 20v. A.C., **£10/10/-**
Also clockwork locos. State requirements.
New Exley coaches, " OO " and " O " all groups and B.R.; Exley S/H coaches, " OO " bodies **22/6, 25/-,** " O " complete **50/-, 55/-, 70/-.** S/H " O " hand-made goods vehicles, C/scale, F/scale, from **10/6—50/-.**
Now available, s/hand clockwork and electric trackwork and points. State exact needs.

	"OO"	"O"
RAILWAY ACCESSORIES :		
Cattle pens, opening gates	6/9	11/6
Turntables for Dublo, Trix, Wrenn, etc.	24/-	—
Ex-R.A.F. 16-switch boxes	7/6	7/6
Tunnel mouths, single line	1/9	—
Tunnel mouths, double line	2/3	—
Scale metal fencing, 36in. long	2/-	2/3
BOOKS :		
Layout Plans, Nos. 1, 2, 3, 4	Each 1/3	
Locos of B.R. (L.M.S.) (Casserley/Asher)	8/6	
The Highland Rly. Co.	10/-	

Postage extra
" OO " or " O " Parts, Model and Book Lists 6d.

EAMES

L.M.S. 0-4-4 Tank Loco Class 1P is now available in B.R. or L.M.S. black finish

For Rovex 2-rail £4/5/-
For scale 2-rail £4/10/-
Peco couplers, extra 7/-
Romford wheels "B," extra £2/6/-
" " "C," " £2/15/-

Other finishes and standards to special order. Not available for 3-rail.

EAMES, 24 Tudor Road, Reading
READING 50868 M.E.T.A.

"BOBBYS" M.E.T.A. *(Scale Model Railways)*
"O" GAUGE: Bassett-Lowke 4-4-0 "Prince Charles" loco and tender, clockwork £5/5/-, electric £6/2/6; standard 6-coupled tank loco £9/18/6; 4-4-0 compound and tender £8/18/-; Sevno low relief kits—inn, shops and offices, cafe—10/11 each; Leeds track 4/7 per length; catalogues, B/L 2/-, Mills 1/-, Walkers 6d., Exley 1/6, Scaloh 1/-, postage extra.
"OO" GAUGE: Tri-ang diesel shunter 33/6 (Tri-ang official service agent); Trix suburban coach 11/9; Hornby Dublo 2-6-4 tank loco £3/9/6; Rivarossi 0-4-0 diesel £3/8/5; Hamblings 0-6-0 diesel kit 21/7; catalogues, Tri-ang 6d., Trix Manual 2/6, Jamieson 1/-, Gem 1/-, Scenic 9d., Hamblings 1/-, Anorma 1/6, Exley 1/6, Peco 1/6, H & M 3d., CCW 1/-, Rivarossi 1/3, postage extra.
"TT" GAUGE: Peco F.B. nickel silver rail 4/10 per 12 18in. lengths.
83 PROMENADE, BRIDLINGTON TEL. 5199

SCALESIG
MODEL SIGNALS

OUR MINIATURE 3v. BULBS

We regret that, owing to increases in cost and purchase tax, we are obliged to raise the prices of our miniature 3-volt 0.1-amp. signal bulbs suitable for our "OO" gauge models. The **NEW** prices are as follows:

3-v. 0.1-amp. bulb (only).—**2/3½**
Bulb with drilled brass lamp to hold bulb.—**2/6½**
Prices include tax and duty.

N. H. GILLETT
2 ST. PAUL'S ROAD, RICHMOND, SURREY

The **1956** edition of our "OO" gauge
LOCO KIT CATALOGUE
Price 1/- is now ready.

We apologize for the delay in executing orders already received. This was due to delay at the printers. All outstanding orders should now be cleared. If you have not received your copy kindly inform us.

H. JAMIESON & CO.
Midtaphouse Works,
Liskeard, Cornwall.

KANGA can supply CAR KITS ⅜" SCALE

Renault **7/3**
Mercedes **7/3**
Ford T **6/3**
M.G. **6/3**

Plus postage

KANGA MODELS
3 Colonnade Passage, New Street, Birmingham

PETER CARTER SCALE MODEL LIGHTING

LIGHT UP YOUR COACHES with our newly designed coach lighting sets with two .123 dia. bulbs, **8/9** ea. Brake van or coach back light sets (newly designed), **6/-** ea. Ratio and CCW coach and brake van kits with coach lights and back light sets or complete. List 3d.
CCW L.N.E.R. bow-end 3rd corridor brake fitted with coach lights and back light, **54/6** ea. Many others. Ratio 20-ton brake van (S.R.), **18/7** ea. Ratio signal cabins with light, **14/11** and **16/11** ea. Prices include purchase tax. **Colour light signals ready next month.** *Send 6d. in stamps for our illustrated leaflet listing all our lamps and miniature bulbs.* **Overseas customers do not have to pay P.T.**

Sole Distributor New Zealand.
S. Nixon, 26 Elizabeth Street, WELLINGTON, C.4, N.Z.

PETER CARTER (Dept. R.M.)
Scale Model Lighting and Illumination Specialists
11 Horton Grange Road, Bradford 7, Yorkshire, England

G. N. SLATER

Specialist in plastic mouldings for the railway modeller

"HUMINITURES" (regd. trade mark)

Perfect scale-model seated passengers and walking pedestrians. Can easily be remodelled, giving infinite variety. New types in preparation. Send 1/- for our current price list and sample figure.

TRADE INQUIRIES INVITED

G. N. SLATER (DEPT. R.M.4)
335 Stretford Road, Manchester 15

OLD JUNK?

NO. BUT WE HAVE A LARGE COLLECTION OF USEFUL BITS AND PIECES FOR THE MODEL MAKER.

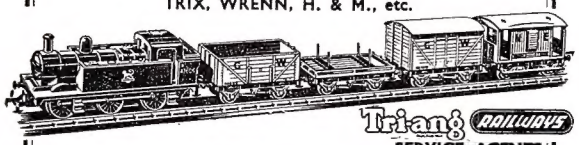
(Personal shoppers only.)

Plus south-east London's largest stock of new and used model railway equipment.

Crystal Palace Model Railroads
24 CHURCH ROAD, UPPER NORWOOD, S.E.19
(Opposite Granada Cinema.) Phone LIV 1218

CUTTRISS

AGENTS FOR
HORNBY DUBLO, TRI-ANG
TRIX, WRENN, H. & M., etc.



Triang RAILWAYS
SERVICE AGENTS
49 CLEVELAND STREET Tel. 2524
DONCASTER

Stick to SECCOTINE

Regd
– it sticks everything!
1/- PER TUBE
KEEP A TUBE IN THE HOME

Sole Manufacturers: McCaw, Stevenson & Orr Ltd., Belfast

"Elkway" "OO" and "EM" Track, from **2/-** per 18in. length. Price list **4½d.** post free, or with samples **2/6** post free.
"Elkway Layout Plans, No. 1," 1/3 post free. 7 basic layouts for 4ft. 6in. x 3ft. 6in., with over 70 possible combinations for larger layouts.
"Elkway Layout Plans, No. 2," for through and terminal branch line stations, **1/3** post free.
"Elkway" Ballast grade "A," "OO"/"EM," grade "B," coarse, "OO"/"O," 1/- per bag (approx. 1 pint). Postage 3d. on one bag, 6d. two or three.
New and secondhand Tri-ang goods in stock. Secondhand Hornby Dublo.

Killick Model Railway Productions

204 HIGH ST., TONBRIDGE, KENT Tel. 2981
CROFT RD., CROWBOROUGH, SUSSEX Tel. 3438

HAVE YOU SEEN the new Tri-ang British styled locos and rolling stock? Send 6d. for grand new catalogue illustrating in full colour these items: 2-6-2 tank loco, **54/-**; 0-6-0 saddle tank loco, **33/6**; 0-6-0 diesel shunter, **33/6**; B.R. main line brake/3rd or composite coaches, **9/3**; B.R. suburban brake/3rd or composite coaches, **8/9**; long-wheelbase cattle wagon or horse box, **5/5**; brake van, **6/5**; diesel loco, **59/6.**
The new REVELL car, boat and aeroplane kits. Superb models at prices from **10/6.** List free.

G. H. LUPTON & SONS LTD.

509/11 Bury New Road, Prestwich, Manchester
Tel. PREstwich 1881

GAUGE "OO" MODEL RAILWAY CENTRE

THE LARGEST STOCKISTS IN S.W. LONDON

If it's for model railways, WE STOCK IT!
AT RAYNES PARK BUS TERMINUS

MODEL & TOOL SUPPLIES

604 KINGSTON ROAD, S.W.20 LIB 3062

SOUTH AFRICAN MODELLERS

Sole S.A. agents for
Bradshaw and Nucro products
Ratio construction kits
Peter Carter scale lighting
Stockists of
Hamblings, Hornby, H. & M. and Peco products, Romford motors, Exley coaches, Jamieson loco kits, C.C.W. kits
Conversion service available
EVERYTHING FOR THE "OO" ENTHUSIAST

J. KEITH

23 TOM JONES STREET, BENONI, TRANSVAAL
and
69 SHORTMARKET STREET, CAPE TOWN
FOR ILLUSTRATED CATALOGUE SEND 1/6

Have you seen the ENLARGED

RAILWAY WORLD?

THE MONTHLY MAGAZINE FOR THE *INTELLIGENT* RAILWAY ENTHUSIAST

2/- post free

Send 2/- for sample copy to
Railway World, Dept. "R.M."
245 CRICKLEWOOD BROADWAY LONDON, N.W.2

THE CONNOISSEUR MODEL CO.

Scale trees in "OO" and "O" gauge
Oak, Poplar and Fir.
Comprehensive range of model-making supplies, including Slater's "Huminitures," realistic fencing, etc.
Price List 8d.
TRADE INQUIRIES INVITED

Westminster Bank Buildings, School Road, SALE, Cheshire.

Published by PECO PUBLICATIONS & PUBLICITY LTD., PECOWAY, STATION ROAD, SEATON, DEVON
Printed for the Proprietors by LETCHWORTH PRINTERS LTD., NORTON WAY NORTH, LETCHWORTH, HERTS

CHERRY'S OF RICHMOND

WE BUY "OO" items—sets and layouts. Our PART-EXCHANGE SERVICE is unequalled.

Send us details of your unwanted material. We shall be pleased to arrange a PART-EXCHANGE transaction FAIRLY and RAPIDLY.

Send for our combined list of "O" and "OO"—FREE on receipt of 2½d. stamp. With our list are complete details of our **MODEL RAILWAY SAVINGS CLUB.**

Our compensated "OO" coach bogies with precision turned wheels—2-rail still only 5/- per pair, postage 6d.

REPAIRS ☆ REPAINTS ☆ CONVERSIONS
LOCOMOTIVES BUILT TO THE HIGHEST STANDARDS

CHERRY'S (Surrey) LTD.
62 Sheen Road, Richmond, Surrey
Telephone RIChmond 2454

OPEN 9 a.m. to 6 p.m.
EARLY CLOSING WEDNESDAYS

H. A. BLUNT & SONS LTD.

Phone: MIL 2877

NEW!

PECO WONDERFUL SALT WAGON KITS

Four new names :
SAXA
MANGERS
STAFFORD SALT
CHANCE & HUNT

Complete kits, with working axlebox springs, sprung buffers, spoked nylon wheels in pin-point bearings and the famous Peco-Simplex auto-coupler.

NO PAINTING, NO SOLDERING

All one price

7/6

plus postage

THE OPEN WAGONS ARE IN GOOD SUPPLY

133 THE BROADWAY
MILL HILL, N.W.7

GEM "FLEXI-TRAK"

*THE NEW FLEXIBLE TRACK WITH HEAVY SECTION RAIL * AND SCALE SIZE SLEEPERS*

OO Gauge

Galvanized steel rail held rigidly by metal chairs to fibre sleepers spaced at 10mm. centres. 91 sleepers per yard.

PRICES

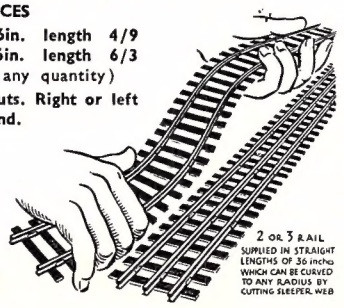
2-rail track 36in. length 4/9
3-rail track 36in. length 6/3
(Postage 2/- any quantity)

Universal Turnouts. Right or left hand.

24in. radius :
2-rail 10/10
3-rail 12/7

36in. radius :
2-rail 13/2½
3-rail 15/–

Fishplates per pkt. of 36, 1/10



1956 Catalogue 1/- post free
From your model shop or direct from Dept. RM36

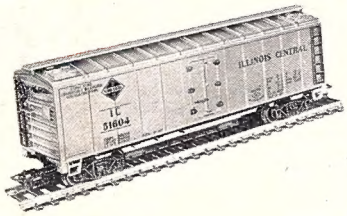
GEORGE E. MELLOR
31a, Rhos Road, Rhos-on-Sea. N. Wales
PHONE: COLWYN BAY 48462 TRADE ENQUIRIES INVITED

PLEASE TELL YOUR FRIENDS ABOUT THE **RAILWAY MODELLER**

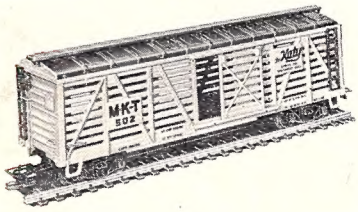
Distributors to the Newsagency Trade : SURRIDGE DAWSON LTD., 136-142 NEW KENT ROAD, LONDON, S.E.1
Distributors to the Model Engineering Trade : THE PRITCHARD PATENT PRODUCT CO. LTD., PECOWAY, STATION RD., SEATON, DEVON

YOU'LL FIND THE BEST OF EVERYTHING IN THESE 5 NEW RIVAROSSI 'HO' WAGONS

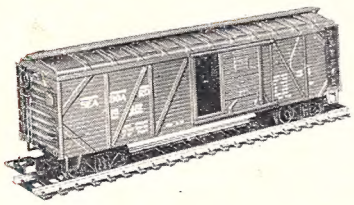
RIVAROSSI agents, send today for your complimentary copy of the new Rivarossi catalogue with new British prices.



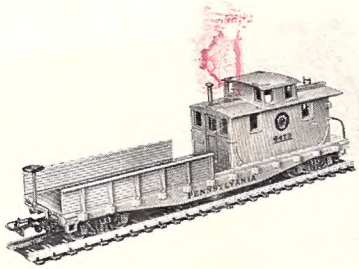
C.Reef/2. A perfect scale model of an Illinois Central refrigeration wagon.. Finished in white and beautifully lettered. **31/6**
Also available **C.Reef/1** lettered "Fruit Growers Express," **31/6.**



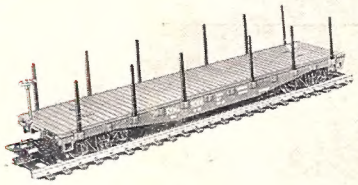
C.Stock/1. A beautifully finished stock (cattle) car of the M.K.T. line. Another new and exciting addition to any layout. Price **33/8**



C.Box/1. Another model of the popular American-type box cars lettered "SEABOARD." This model is coloured metallic red and is complete with operating doors. **33/8**



C.Boom. Here is an attractive model of a Pennsylvania boom car which can be used either with a crane truck or as a platelayers' gang wagon, complete with all possible details. ..... Price **31/6**



C.Flat/2. Here is another variation of the now popular flat car. Fully lettered and representing the Reading Railroad Company. Complete with stakes ..... Price **21/-**
Also available **C.Flat/1** lettered "Pennsylvania." Price **21/-.**

FROM RIVAROSSI AGENTS EVERYWHERE

SOLE DISTRIBUTORS FOR THE U.K. AND EIRE B.M.P. LTD.

BRADSHAW MODEL PRODUCTS LIMITED

40 WATERLOO ST. HOVE 2 SUSSEX

TEL:- HOVE 70359